

COLISEUM AREA SPECIFIC PLAN - STANDARD CONDITIONS OF APPROVAL AND MITIGATION MONITORING & REPORTING PROGRAM

This Standard Conditions of Approval and Mitigation Monitoring & Reporting Program (SCAMMRP) is based on the Environmental Impact Report (EIR) prepared for the Coliseum Area Specific Plan.

This SCAMMRP is in compliance with Section 15097 of the CEQA Guidelines, which requires that the Lead Agency “adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects.” The SCAMMRP lists mitigation measures (“MM”) recommended in the EIR and identifies mitigation monitoring requirements, as well as the City’s Standard Conditions of Approval (“SCA”) identified in the EIR as measures that would minimize potential adverse effects that could result from implementation of the project, to ensure the conditions are implemented and monitored. In addition, “recommended measures,” not required by CEQA are also included in this SCAMMRP.

All MM, SCA, and recommended measures identified in the Coliseum Area Specific Plan EIR are included herein.¹ Those SCAs or mitigation measures indicated in this SCAMMRP table with underline text indicates additions to the SCAs and/or mitigation measures that have been added post-circulation of the Draft EIR, and as incorporated in the Final EIR. To the extent that there is any inconsistency between the SCA and MM, the more restrictive conditions shall govern; to the extent any MM, recommended measures and/or SCA identified in the Coliseum Area Specific Plan EIR were inadvertently omitted, they are automatically incorporated herein by reference.

- The first column indicates the environmental impact as identified in the Coliseum Area Specific Plan EIR;
- The second column identifies the SCA, MM or recommended measure applicable to that impact in the Coliseum Area Specific Plan EIR;
- The third column identifies the monitoring schedule or timing applicable the Project; and
- The fourth column names the party responsible for monitoring the required action for the Project.

¹ The City of Oakland’s SCA may be refined and updated subsequent to adoption of the Coliseum Area Specific Plan SCAMMRP. The most current applicable SCA should be applied to any individual project when an application for development is approved by the City.

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
Aesthetics			
Aesthetics 4: Future development could create a new source of substantial light or glare which would substantially and adversely affect day or nighttime views in the area.	None needed SCA Aesth-1: Lighting Plan	Prior to the issuance of an electrical or building permit.	City of Oakland Planning and Building Department City of Oakland – Bureau of Building, Zoning Inspection City of Oakland Public Works Department, Electrical Services Division
Aesthetics 5A: New development of the Coliseum District could introduce structures and/or landscape that would now or in the future cast substantial shadows on existing solar collectors and could cast a shadow that substantially impairs the function of a building using passive solar heat collection, solar collectors for hot water heating, or photovoltaic solar collectors. New development within the Coliseum District would not cast a shadow that would substantially impair the beneficial use of a public park, lawn, garden, or open space, nor would it cast a shadow on a historic resource such that the shadow would materially impair the resource’s historic significance.	MM Aesthetics 5A-1: If feasible, new structures and landscape should be sited and designed to avoid casting winter shadows specifically on the photovoltaic panels at Lion Creek Crossings apartments, such that solar effectiveness would be compromised and result in a substantial loss of power, income, or use. If the casting of shadows on the Lion Creek Crossings development cannot be avoided, the developer shall work with the owners of Lion Creek Crossings to provide compensatory funding for any extra power cost that could be incurred for increased utility bills from affected solar collectors.	Prior to the issuance of a building permit	City of Oakland Planning and Building Department City of Oakland - Bureau of Building, Zoning Inspection

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<p>Impact Aesthetics 7B: Future development pursuant to Plan Buildout could create winds that exceed 36 mph for more than one hour during daylight hours during the year.</p>	<p>MM Aesthetics 7: Any structures proposed within 100 feet of San Leandro Bay that would exceed 100 feet in height must undertake a wind study consistent with the requirements of the City of Oakland. The wind analysis must consider the project's contribution to wind impacts to on- and off-site public and private spaces. Based on the findings of the wind analysis, the structure must be redesigned to prevent it from creating winds in excess of 36 mph for more than one hour during daylight hours.</p>	<p>Prior to the issuance of a building permit</p>	<p>City of Oakland Planning and Building Department City of Oakland - Bureau of Building, Zoning Inspection</p>
Air Quality			
<p>Plan Level</p> <p>Impact Air-1: Adoption and implementation of the Project (at the Coliseum District and under Plan Buildout) would not fundamentally conflict with or obstruct implementation of any control measures in the CAP, and the Specific Plan demonstrates reasonable efforts to implement CAP control measures.</p>	<p>SCA Transp-1: Parking and Transportation Demand Management</p>	<p>Prior to issuance of a final inspection of the building permit</p> <p>Implementation: Ongoing e.g. submittal of additional approved TDM reports as needed per approved TDM plan</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Public Works Department, Traffic Services Division</p>
<p>Impact Air-2: New development within the Project Area (for both the Coliseum District and for Plan Buildout) will be located near existing and planned sources of toxic air contaminants and within 500 feet of freeways and high-volume roadways containing 100,000 or more average daily vehicle trips. However, pursuant to City of Oakland Standard Condition of Approval</p>	<p>SCA Air-2: Exposure to Air Pollution (Toxic Air Contaminants)</p>	<p>Incorporation of measures: Prior to approval of construction-related permit</p> <p>Maintenance: Ongoing</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning</p>

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SCA Air-2, special overlay zones containing development standards that minimize potential exposure to toxic air contaminants will be implemented.			Inspection
<p>Project Level Analysis</p> <p>Impact Air-4: During construction, individual development projects pursuant to the Specific Plan at the Coliseum District and under Plan Buildout will generate fugitive dust from demolition, grading, hauling and construction activities. Fugitive dust will be effectively reduced to a level of less than significant with implementation of required City of Oakland Standard Conditions of Approval.</p>	<p>SCA Air-1: Construction-Related Air Pollution Controls (Dust and Equipment Emissions)</p> <p>SCA Air-3: Asbestos Removal in Structures</p>	<p>SCA Air-1: Ongoing throughout demolition, grading, and/or construction</p> <p>Prior to starting operations</p> <p>SCA Air-3: Prior to issuance of a demolition permit</p>	<p>SCA Air-1: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection.</p> <p>SCA Air-3: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspections.</p> <p>Oakland Fire Prevention Bureau, Hazardous Materials Unit</p>
Impact Air-5A: During construction, subsequent development at the Coliseum District pursuant to the Project will generate regional ozone precursor emissions and regional particulate	<p>SCA Air-1: Construction-Related Air Pollution Controls (Dust and Equipment Emissions)</p> <p>MM Air 6A-1: Reduced Construction Emissions (see Impact Air-6, below)</p>	<p>MM Air 6A and SCA Air-1: Ongoing throughout</p>	<p>MM Air 6A and SCA Air-1: City of Oakland Planning and</p>

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<p>matter emissions from construction equipment exhaust that, even with implementation of City of Oakland SCAs, would exceed the City's thresholds of significance.</p> <p>Impact Air-5B: In addition to the Coliseum District emissions, construction activities pursuant to Plan Buildout will generate additional regional ozone precursor emissions and regional particulate matter emissions from construction equipment exhaust. For most individual development projects, construction emissions will be effectively reduced to a level of less than significant with implementation of required City of Oakland Standard Conditions of Approval. However, larger individual construction projects may generate emissions of criteria air pollutants that would exceed the City's thresholds of significance.</p>		<p>demolition, grading, and/or construction</p> <p>Prior to starting operations</p>	<p>Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection.</p>
<p>Impact Air-6A: New sources of TAC emissions resulting from construction activity at the Coliseum District would result in an increase in cancer risk level for the maximum exposed individual of greater than 10 in one million.</p>	<p>SCA Air-1: Construction-Related Air Pollution Controls (Dust and Equipment Emissions)</p> <p>MM Air 6A-1: Reduced Construction Emissions. Further reduce toxic air contaminant emissions from construction activities at the Coliseum District (especially DPM and PM2.5) to ensure a resulting cancer risk level of less than 10 in a million. Additional emission reduction strategies to achieve this health risk standard may include, but are not limited to requiring on-site construction equipment (including concrete and asphalt crushers and/or haul trucks) to include emission reduction technologies such as low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or add-on devices such as particulate filters that are capable of further reducing toxic air contaminants (especially DPM and PM2.5) beyond the 45% reduction as required in SCA A, such that construction emissions result in cancer risks of less than 10 in a million for off-site sensitive receptors.</p> <p>MM Air 6A-2: Construction Emission Exposure. Further reduce toxic air contaminant exposure risk to on-site sensitive receptors to ensure a resulting cancer risk level of less</p>	<p>MM Air 6A and SCA Air-1: Ongoing throughout demolition, grading, and/or construction</p> <p>Prior to starting operations</p>	<p>MM Air 6A and SCA Air-1: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection.</p>

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<p>Impact Air-6B: In addition to the Coliseum District emissions, construction of other individual development projects pursuant to Plan Buildout will generate construction-related toxic air contaminant (TAC) emissions from fuel-combusting construction equipment and mobile sources that could exceed thresholds for cancer risk, chronic health index, acute health index or annual average PM2.5 concentration levels. Other than the unique emissions associated with crushing or off-hauling of debris associated with demolition of the existing Coliseum (discussed above and requiring additional mitigation to achieve less than significant effects), the construction-related TAC emissions from other Plan Buildout construction will be reduced to a less than significant level with implementation of required City of Oakland Standard Conditions of Approval.</p>	<p>than 10 in a million. Additional risk reduction strategies to achieve this standard may include, but are not limited to successful combinations of the following:</p> <ul style="list-style-type: none"> a) Require that all demolition activity and any on-site crushing operation (if conducted) be completed prior to the construction of new housing units on the Coliseum District within 200 meters of the demolition or construction activity. b) Install MERV-13 filters at any new on-site residences at the Coliseum District that will be exposed to subsequent on-site construction activity within 100 meters. <p>SCA Air-1: Construction-Related Air Pollution Controls (Dust and Equipment Emissions)</p>	<p>Ongoing throughout demolition, grading, and/or construction</p> <p>Prior to starting operations</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection.</p>
<p>Impact Air-7A: New development at the Coliseum District would result in operational average daily emissions of more than 54 pounds per day of ROG, NOX, or PM2.5 and 82 pounds per day of PM10; and would result in maximum annual emissions of 10 tons per year of ROG,</p>	<p>SCA Trans-1: Transportation Demand Management (TDM) Program</p>	<p>Prior to issuance of a final inspection of the building permit</p> <p>Implementation:</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland</p>

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<p>NOX, of PM2.5 and 15 tons per year of PM10.</p> <p>Impact Air-7B: In addition to the Coliseum District's criteria pollutant emissions, new development pursuant to Plan Buildout would result in additional operational average daily emissions that would exceed the City's thresholds of significance.</p>		Ongoing e.g. submittal of additional approved TDM reports as needed per approved TDM plan.	- Bureau of Building, Zoning Inspection City of Oakland Public Works Department, Traffic Services Division
<p>Impact Air-9: New sources of TACs resulting from operations pursuant to Buildout of the Plan would not result in an increase in cancer risk level greater than 10 in one million, a non-cancer risk (chronic or acute) hazard index greater than 1.0, or an increase of annual average PM2.5 concentration of greater than 0.3 micrograms per cubic meter.</p>	SCA AQ-2: Exposure to Air Pollution (Toxic Air Contaminants)	<p>Incorporation of measures: Prior to approval of construction-related permit</p> <p>Maintenance: Ongoing</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p>
<p>Impact Air-10A: New development at the Coliseum District would expose new sensitive receptors to substantial levels of toxic air contaminants (TACs) resulting in a cancer risk level greater than 100 in one million, a non-cancer risk (chronic or acute) hazard index greater than 10.0, or an increase of annual average PM2.5 concentration of greater than 0.8 micrograms per cubic. However, implementation of City of Oakland Standard Conditions of Approval would be capable of reducing this impact to levels of less than significant.</p> <p>Impact Air-10B: New development pursuant to Plan Buildout could expose additional new sensitive receptors to substantial levels of toxic</p>	SCA AQ-2: Exposure to Air Pollution (Toxic Air Contaminants)	<p>Incorporation of measures: Prior to approval of construction-related permit</p> <p>Maintenance: Ongoing</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p>

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air contaminants (TACs). However, implementation of City of Oakland Standard Conditions of Approval would be capable or reducing this impact to levels of less than significant.			
Biological Resources			
<p>Impact Bio-1A: New development within the Coliseum District, particularly the proposed realignment of Elmhurst Creek and construction work related to enhancements of Damon Slough, could have a substantial adverse effect, either directly or through habitat modifications on identified candidate, sensitive, or special status species.</p>	<p>SCA Bio-1: Operational Noise-General, SCA Bio-2: Pile Driving and Other Extreme Noise Generators, SCA Bio-4: Tree Removal Permit on Creekside Properties, SCA Bio-5: Tree Removal During Breeding Season, SCA Bio-6: Tree Removal Permit, SCA Bio-7: Tree Replacement Plantings, SCA Bio-8: Tree Protection During Construction, SCA Bio-9: Erosion and Sedimentation Control Plan, SCA Bio-10: Best Management Practices for Soil and Groundwater Hazards, SCA Bio-11: Creek Protection Plan, SCA Bio-11: Creek Protection Plan, and SCA Bio-12: Regulatory Permits and Authorizations, SCA Bio-13: Creek Monitoring, SCA Bio-14: Creek Landscaping, SCA Bio-15: Creek Dewatering and Aquatic Life, and SCA Bio-16: Creek Dewatering and Diversion</p> <p>MM Bio 1A-1: Pre-construction Nesting Bird Surveys and Buffers. A qualified biologist shall conduct pre-construction surveys for construction activities between February 15th and September 30th throughout the Coliseum District to identify and subsequently avoid nesting areas for special-status and migratory bird species. Surveys shall be designed and of sufficient intensity to document California rail and raptor nesting within 500 feet of planned work activities and within 50 feet for passerine species nesting activity.</p> <p>a) Construction activities within 500 feet of Damon Marsh and Arrowhead Marsh shall be conducted during the period from August 1 to January 31 to protect potentially nesting California clapper rail, California black rail, Alameda song sparrow and San Francisco saltmarsh common yellowthroat.</p> <p>b) If California clapper rails, California black rails or raptors are found to be nesting within or adjacent to the planned work area, a minimum 100-foot wide buffer shall be maintained between construction activities and the nest location.</p> <p>c) For Alameda song sparrow, San Francisco saltmarsh common yellowthroat and all</p>	<p>MM 1A and 1B and</p> <p>SCA Bio-1, 2; 11, 12, 13, 14, 15, 16: Prior to issuance of a demolition, grading, or building permit</p> <p>SCA Bio-4, 5, 6, 7, 8: Prior to issuance of a tree removal permit</p> <p>SCA Bio-9: Ongoing throughout demolition grading, and/or construction activities.</p> <p>SCA Bio-10: Prior to issuance of any demolition, grading, or building permit,</p>	<p>MM 1A and 1B and</p> <p>SCA Bio-1,2, 11, 12, 13, 14, 15, 16: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>SCA Bio-4, 5, 6, 7, 8: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland</p>

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	<p>other protected birds a 50-foot buffer shall be maintained.</p> <p>d) Buffer zones may be reduced in consultation with a qualified biologist.</p> <p>e) Buffers shall be maintained until the young have fledged and are capable of flight or by September 30.</p> <p>MM Bio 1A-2: In-water Work Restrictions. In-water construction shall be confined to the period between June 1 and November 30 to protect migrating steelhead from any unanticipated discharges. In-water construction activities shall be confined to low tide cycles where it allows work to be performed outside of the water to the extent practical.</p> <p>a) During in-water construction, any dewatered areas, temporary culverts and temporary cofferdams shall be limited to the minimum area necessary.</p> <p>b) Pumps used for dewatering shall have agency approved fish screens installed to minimize intake of fish into pumps. Diversion structures shall be left in place until all in-water work is completed.</p> <p>c) Temporary culverts and all construction materials and debris shall be removed from the affected area prior to re-establishing flow and prior to the rainy season.</p> <p>MM Bio 1A-3: Salt Marsh Protection. All core salt marsh harvest mouse habitat (pickleweed-dominated salt marsh habitat within Damon Marsh and Arrowhead Marsh) areas shall be avoided and protected. If construction activities are within 100 feet of these areas, site-specific buffers shall be established in coordination with a qualified biologist, approved by USFWS or CDFW as appropriate.</p> <p>a) Buffers shall be designed to preclude changes to water and soil salinity and flooding/inundation regime. The buffers shall be at least 100 feet wide or extend to the current boundary of existing roads or development (includes vacant but graded lots and filled building pads). The qualified biologist may modify these buffers depending on site conditions.</p> <p>b) The construction work area shall be fenced on the side closest to salt marsh habitat to delineate the extent of construction, preclude construction personnel and equipment from entering non-work areas, and prevent debris from entering avoided habitats. The construction boundary fencing may also inhibit movement of species such as the salt marsh harvest mouse and salt-marsh wandering shrew into</p>	and ongoing.	<p>Public Works Department-Tree Services Division</p> <p>SCA Bio-9: City of Oakland Bureau of Planning</p> <p>City of Oakland Bureau of Building</p> <p>SCA Bio-10: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>Oakland Fire Prevention Bureau, Office of Emergency Services</p>

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<p>Impact Bio-1B: Future development pursuant to Plan Buildout could have a substantial adverse effect, either directly or through habitat</p>	<p>the construction area.</p> <p>c) The qualified biologist shall be present during work on-site until the construction barrier fencing is installed, instruction of workers has been conducted, and any direct habitat disturbance has been completed. After that time, the contractor or permittee shall designate a person to monitor on-site compliance with all minimization measures.</p> <p>d) The monitor and qualified biologist shall have the authority to halt construction that might result in impacts that exceed anticipated levels</p> <p>MM Bio 1A-4: Public Access Design. All proposed new or additional public access to San Francisco Bay, the Bay shoreline, Damon Slough and San Leandro Creek shall be implemented in a manner consistent with the San Francisco Bay Conservation and Development Commission's Public Access Design Guidelines for the San Francisco Bay, in particular its recommendations for avoiding adverse effects on wildlife, including:</p> <p>a) Preparation of individual site analyses to generate information on wildlife species and habitats existing at the site, and the likely human use of the site.</p> <p>b) Employing appropriate siting, design and management strategies (such as buffers or use restrictions) to reduce or prevent adverse human and wildlife interactions.</p> <p>c) Planning public access in a way that balances the needs of wildlife and people on an area-wide scale, where possible.</p> <p>d) Providing visitors with diverse and satisfying public access opportunities to focus activities in designated areas and avoid habitat fragmentation, vegetation trampling and erosion.</p> <p>e) Evaluating wildlife predator access and control in site design.</p> <p>f) Retaining existing marsh and tidal flats and restoring or enhancing wildlife habitat, wherever possible.</p> <p>See all SCAs listed above for Impact Bio-1A</p> <p>See all Mitigation Measures listed above for Impact Bio-1A</p>		

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<p>modifications, on candidate, sensitive or special status species.</p>	<p>MM Bio 1B-1: In-Bay Dredge Requirements. No in-Bay dredging activities shall occur during the period from October 1 to July 31 to minimize open water turbidity during the sensitive seasons for steelhead, chinook salmon, Pacific herring, longfin smelt, California brown pelican, and California least tern.</p> <p>a) Measures to be included to reduce the possibility of entrainment of green sturgeon and longfin smelt and may include ensuring dredge drag maintains contact with substrate and potentially investigating methods to move fish out of an area of interest using nets or sounds before dredging.</p> <p>b) Measures to reduce in-water turbidity will be implemented and may include the use of impermeable silt curtains to contain sediments within a limited area until it resettles, the use of gunderbooms, and the use of operational controls for mechanical and hydraulic dredges to limit the amount of sediment released while dredging.</p> <p>MM Bio 1B-2: Seasonal Wetland Restoration Plan. To replace impacted wetlands and associated habitat for special status species at the Edgewater Seasonal Wetland, a Habitat Restoration Plan will be developed and implemented to create an approximately 15-acre seasonal wetland and associated Coastal and Valley freshwater wetland habitat in Sub-Area E. The precise boundaries of the newly created wetland have not been defined, but may include portions of the 24-acres of City-owned waterfront property in Sub-Area E, and/or portions of the adjacent EBMUD-owned property pending a negotiated acquisition of such lands.</p> <p>a) The majority of lands potentially considered for wetlands restoration within Sub-Area E Are currently ruderal areas, with some paving. Proposed improvements would include removing paved material, mitigating for potential hazardous materials or soils, and re-grading the site to create low areas that would retain freshwater and rainfall, and creating surrounding uplands to provide bird roosting habitat.</p> <p>b) The area would be planted with appropriate native plants to achieve a functioning seasonal wetland and fenced to exclude people and land-based predators.</p> <p>c) Performance standards that are accepted by the resource agencies for site re-vegetation shall be specified in the plan.</p>		

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	<p>d) The restored areas shall be monitored for a minimum of five years and remedial measures taken, such as replanting vegetation or enhancing additional areas, until the performance standards are met.</p> <p>e) Construction of the new wetland must be completed prior to removing the Edgewater Seasonal Wetland.</p> <p>f) The City will enter into discussions with the East Bay Regional Parks District about management of the new wetland in Sub-Area E.</p>		
<p>Impact Bio-2A: New development within the Coliseum District could have a substantial adverse effect on wetlands, riparian habitat and other sensitive natural communities.</p>	<p>SCA Bio-10: Best Management Practices for Soil and Groundwater Hazards and SCA Bio-11: Creek Protection Plan</p> <p><i>Damon Slough:</i></p> <p>SCA Bio-6: Tree Removal Permit and/or SCA Bio-8: Tree Protection Permit, SCA Bio-9: Erosion and Sedimentation Control Plan, SCA Bio-10: Best Management Practices for Soil and Groundwater Hazards, SCA Bio-11: Creek Protection Plan, SCA Bio-12: Regulatory Permits and Authorizations, SCA Bio-13: Creek Monitoring, and SCA Bio-14: Creek Landscaping Plan</p> <p>MM Bio 2A-1: Vegetation Plan for Coliseum District Sensitive Communities. A Restoration Plan shall be developed for disturbed sensitive communities.</p> <p>a) Performance standards that are accepted by CDFW and RWQCB for site re-vegetation shall be specified in the plan. The restored areas shall be monitored for a minimum of three years and remedial measures taken, such as replanting vegetation or enhancing additional areas until the performance standards are met.</p> <p>b) The "Cruise America" parcel shall be transferred to an appropriate resource management agency, such as the East Bay Regional Park District (EBRPD) or the California Department of Fish and Wildlife (CDFW).</p> <p>MM Bio 2A-2: Damon Slough Bridge Structure Placement. Place any new bridge pilings and abutments outside of coastal tidal marsh habitat.</p> <p><i>Elmhurst Creek</i></p> <p>SCA Bio-4: Tree Removal Permit on Creekside Properties, SCA Bio-6: Tree Removal</p>	<p>MM Bio 2A and SCA Bio-10: Prior to issuance of any demolition, grading, or building permit, and ongoing.</p> <p>SCA Bio-11, 12, 13, 14: Prior to issuance of a demolition, grading, or building permit</p> <p>SCA Bio-6, 8: Prior to issuance of a tree removal permit</p> <p>SCA Bio-9: Ongoing throughout demolition grading, and/or</p>	<p>MM Bio 2A and SCA Bio-10: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>Oakland Fire Prevention Bureau, Office of Emergency Services</p> <p>SCA Bio-11, 12, 13, 14: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of</p>

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	<p>Permit, SCA Bio-9: Erosion and Sedimentation Control Plan, SCA Bio-10 Best Management Practices for Soil and Groundwater Hazards, SCA Bio-11: Creek Protection Plan, SCA Bio-13: Creek Monitoring, SCA Bio-15: Creek Dewatering and Aquatic Life, and SCA Bio-16: Creek Dewatering and Diversion</p> <p>MM Bio 2A-3: Elmhurst Creek Bridge Structure Placements (only applies if Creek Option B is pursued). Place bridge pilings and abutments outside of coastal scrub habitat.</p> <p>MM Bio 2A-4: Coastal Scrub Restoration (only applies if Creek Option B is pursued). Impacts to coastal scrub habitat at Elmhurst Creek shall be fully mitigated by restoration of the "Cruise America" parcel and the restoration of additional upland riparian habitat along Damon Slough.</p> <p>a) Performance standards that are accepted by CDFW and RWQCB for site re-vegetation shall be specified in the Restoration Plan required under Mitigation Measure Bio 2A-1: Vegetation Plan for Coliseum District Sensitive Communities.</p> <p>b) The restored areas shall be monitored for a minimum of three years and remedial measures taken, such as replanting vegetation or enhancing additional areas, until the performance standards are met.</p> <p>MM Bio 2A-5: Realigned Portion of Elmhurst Creek (Only applies if Creek Option C is pursued). Any newly aligned and day-lighted portion of Elmhurst Creek must have a channel design that is consistent with the City of Oakland Creek Protection, Storm Water Management and Discharge Control Ordinance.</p> <p>a) A minimum 3:1 ratio for a setback based on the depth of the existing Elmhurst Creek is required for the newly aligned creek banks.</p> <p>b) The created banks will be enhanced to support coastal scrub habitat. Performance standards that are accepted by CDFW and RWQCB for site re-vegetation shall be specified in the Restoration Plan required by Mitigation Measure Bio 2A-1.</p> <p>c) The restored areas shall be monitored for a minimum of three years and remedial measures taken, such as replanting vegetation or enhancing additional areas, until the performance standards are met.</p> <p>MM Bio 2A-6: "Cruise America" Tidal Wetland (Only applies if Creek Option C is pursued). The "Cruise America" or "former RV" parcel (796 66th Avenue) shall be</p>	<p>construction activities.</p>	<p>Building, Zoning Inspection</p> <p>SCA Bio-6, 8: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Public Works Department-Tree Services Division</p> <p>SCA Bio-9: City of Oakland Bureau of Planning</p> <p>City of Oakland Bureau of Building</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
<p>Impact Bio-2B: Future development pursuant to Plan Buildout could have a substantial adverse effect on riparian habitat or other sensitive natural communities identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.</p>	<p>restored to provide a tidal wetland designed to be self-sustaining in hydrological and habitat function. In addition to the newly aligned segment of Elmhurst Creek, approximately 2.4 acres of this new wetland will serve as mitigation for the removal of 1,500 feet of Elmhurst Creek.</p> <p>a) Along with the new wetland, creation of upland coastal scrub habitat will be provided on this site as well.</p> <p>b) Performance standards that are accepted by CDFW and RWQCB for site re-vegetation shall be specified in the Restoration Plan required by Mitigation Measure Bio 2A-1.</p> <p>c) The restored areas shall be monitored for a minimum of three years and remedial measures taken, such as replanting vegetation or enhancing additional areas, until the performance standards are met.</p> <p>See all SCAs listed above for Impact Bio-2A</p> <p>MM Bio 1B-2: Freshwater Marsh Restoration Plan. (see full text under Impact Bio-1B)</p> <p>MM Bio 1B-1: In-Bay Dredge Requirements. (see full text under Impact Bio-1B)</p> <p>MM Bio 2A-1: Vegetation Plan for Coliseum District Sensitive Communities. (see full text under Impact Bio-2A)</p> <p>MM Bio 2A-2: Damon Slough Bridge Structure Placement. (see full text under Impact Bio-2A) (see full text under Impact Bio-2A)</p> <p>MM Bio 2A-3: Elmhurst Creek Bridge Structure Placements. (see full text under Impact Bio-2A)</p> <p>MM Bio 2A-4: Coastal Scrub Restoration. (see full text under Impact Bio-2A)</p> <p>MM Bio 2A-5: Realigned Portion of Elmhurst Creek. (see full text under Impact Bio-2A)</p> <p>MM Bio 2A-6: "Cruise America" (or "former RV" parcel at 796 66th Avenue) Tidal Wetland. (see full text under Impact Bio-2A)</p> <p>MM Bio 1A-2: In-water Work Restrictions. (see full text above under Impact Bio-1A)</p>	<p>SCAs and MM Bio 1A, 1B and 2A (see SCAs and MM under Impact Bio-2A and Bio-1A and B above)</p>	<p>SCAs and MM Bio 1A, 1B and 2A (see SCAs and MM under Impact Bio-2A and Bio-1A and B above)</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<p>Impact Bio-3: Future development (at the Coliseum District and pursuant to Plan Buildout) could substantially interfere with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.</p>	<p>SCA Bio-9: Erosion and Sedimentation Control Plan, SCA Bio-10: Best Management Practices for Soil and Groundwater Hazards, SCA Bio-11: Creek Protection Plan, SCA Bio-12: Regulatory Permits and Authorizations, SCA Bio-13: Creek Monitoring, SCA Bio-15: Creek Dewatering and Aquatic Life, and SCA Bio-16: Creek Dewatering and Diversion</p> <p>SCA Bio-5: Tree Removal During Breeding Season (including consulting biologist's recommendations), SCA Bio-6: Tree Removal Permit, and SCA Bio-7: Tree Replacement Plantings</p> <p>SCA Bio-3: Lighting Plan and SCA Bio-17: Bird Collision Reduction</p> <p>MM Bio 1A-1: Pre-construction Nesting Bird Surveys and Buffers.</p> <p>MM Bio 1A-2: In-water Work Restrictions</p> <p>MM Bio 1A-3: Salt Marsh Protection</p> <p>MM Bio 1B-1: In-Bay Dredge Requirements</p> <p>MM Bio 1B-2: Freshwater Marsh Restoration Plan</p> <p>MM Bio 2A-1: Vegetation Plan for Coliseum District Sensitive Communities</p> <p>MM Bio 2A-4: Coastal Scrub Restoration (only applies if Creek Option B is pursued)</p> <p>MM Bio 2A-5: Realigned Portion of Elmhurst Creek (Only applies if Creek Option C is pursued)</p> <p>MM Bio 2A-6: "Cruise America" (or "former RV" parcel at 796 66th Avenue) Tidal Wetland (Only applies if Creek Option C is pursued)</p> <p>MM Bio 3-1: Boat docks. No future boat docks will be allowed associated with the proposed Project to avoid disturbance to migratory and resident waterfowl.</p> <p>MM Bio 3-2: Herbicide / Pesticide Control. Future maintenance shall require an herbicide/pesticide drift control plan.</p>	<p>MM Bio 1A, 2A, 3 and</p> <p>SCA Bio-11, 12, 13, 15, 16: Prior to issuance of a demolition, grading, or building permit</p> <p>SCA Bio-5, 6, 7: Prior to issuance of a tree removal permit</p> <p>SCA Bio-9: Ongoing throughout demolition grading, and/or construction activities.</p> <p>SCA Bio-10: Prior to issuance of any demolition, grading, or building permit, and ongoing.</p> <p>SCA Bio-3: Prior to the issuance of an electrical or building permit.</p> <p>SCA Bio-17: Prior</p>	<p>MM Bio 1A, 2A, 3 and</p> <p>SCA Bio-11, 12, 13, 15, 16: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>SCA Bio-5, 6, 7: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Public Works Department-Tree Services Division</p> <p>SCA Bio-9: City of Oakland Bureau of Planning</p> <p>City of Oakland</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
		to issuance of a building permit and ongoing.	Bureau of Building SCA Bio-10: City of Oakland Planning and Building Department City of Oakland - Bureau of Building, Zoning Inspection Oakland Fire Prevention Bureau, Office of Emergency Services SCA Bio-3: City of Oakland Planning and Building Department City of Oakland - Bureau of Building, Zoning Inspection City of Oakland Public Works Department, Electrical Services Division

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
			SCA Bio-17: City of Oakland Planning and Building Department City of Oakland - Bureau of Building, Zoning Inspection City of Oakland Public Works Department- Tree Services Division
Impact Bio-5: Future development (at the Coliseum District and pursuant to Plan Buildout) would not fundamentally conflict with the City of Oakland Tree Protection Ordinance by removal of protected trees under certain circumstances.	SCA Bio-5: Tree Removal During Breeding Season (including consulting biologist's recommendations), SCA Bio-6: Tree Removal Permit, and SCA Bio-7: Tree Replacement Plantings	SCA Bio-5, 6, 7: Prior to issuance of a tree removal permit	SCA Bio-5, 6, 7: City of Oakland Planning and Building Department City of Oakland - Bureau of Building, Zoning Inspection City of Oakland Public Works Department- Tree Services Division
Impact Bio-6: New development (at the	SCA Bio-11: Creek Protection Plan, SCA Bio-12: Regulatory Permits and Authorizations,	SCA Bio-11, 12,	SCA Bio-11, 12,

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation / Monitoring	
		Schedule	Responsibility
Coliseum District and pursuant to Plan Buildout) would not fundamentally conflict with the City of Oakland Creek Protection Ordinance.	SCA Bio-13: Creek Monitoring, SCA Bio-15: Creek Dewatering and Aquatic Life, and SCA Bio-16: Creek Dewatering and Diversion	13, 15, 16: Prior to issuance of a demolition, grading, or building permit	13, 15, 16: City of Oakland Planning and Building Department City of Oakland - Bureau of Building, Zoning Inspection
Cultural Resources			
Impact Cultural-1A: Future development of the Coliseum District would result in ultimate demolition of the Oakland Coliseum and potentially the Arena, causing a substantial adverse change in the significance of the Oakland Coliseum and Arena Complex, a historical resource as defined in CEQA Guidelines Section 15064.5.	<p>Planning Code Section 17.136.075(B) requirements for Design Review approval prior to demolition or removal of historic structures</p> <p>MM Cultural 1A-1: Site Recordation. The Oakland Coliseum, the Coliseum Complex, and the Arena (should it ultimately be proposed for demolition), shall be recorded to standards established for the National Park Service’s Historic American Buildings Survey (HABS), as detailed below.</p> <ol style="list-style-type: none"> A HABS written report will be completed to document the physical history and description of the historical resource, the historic context for its construction and use, and its historic significance. The report will follow the outline format described in the HABS Guidelines for Historical Reports. Large-format, black and white photographs will be taken, showing the buildings in context, as well as details of the design or engineering features and any ancillary buildings, landscaping, fencing, and signage. The photographs will be processed for archival permanence in accordance with the HABS/HAER/HALS Photography Guidelines. The photographs will be taken by a professional with HABS photography experience. Additionally, additional color photographs or videos will be taken of the resource in consultation with OCHS staff. Existing drawings, where available, will be photographed with large-format negatives or photographically reproduced on Mylar or other archival paper at the direction of City staff. If existing drawings are not available, a full set of measured 	OMC MM 17.136.075(B) and Cultural 1A: Prior to issuance of a demolition, grading, or building permit	OMC MM 17.136.075(B) and MM Cultural 1A: City of Oakland Planning and Building Department (OCHS)

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation / Monitoring	
		Schedule	Responsibility
	<p>drawings depicting existing or historic conditions will be prepared. The drawings will be prepared in accordance with the HABS Guidelines for Recording Historic Structures and Sites with HABS Measured Drawings. The drawings will be prepared by a professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architecture or Historic Architecture.</p> <p>d. The HABS documentation, including the report, large-format photographs, and drawings, will be submitted to the OCHS/Oakland City Planning Department; the Oakland Public Library Oakland History Room; and the NWIC. The documentation will be prepared in accordance with the archival standards outlined in Transmittal Guidelines for Preparing HABS/HAER/HAL Documentation. A professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History will manage production of the HABS documentation, which will be reviewed and approved by the City of Oakland Landmarks Preservation Advisory Board (LPAB) prior to demolition.</p> <p>MM Cultural 1A-2: Public Interpretation Program. The Oakland Coliseum, the Coliseum Complex, and the Arena (should it ultimately be proposed for demolition) shall be documented in a public interpretation program, as follows:</p> <p>a. Interpretive materials, such as informational plaques depicting the history and design of the historical resource, will be prepared as part of a public interpretation program and be displayed in a location with high public visibility near the site.</p> <p>b. The public interpretation program will be developed by a professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History in consultation with the LPAB and OCHS and based on a scope of work approved by the City.</p> <p>c. The LPAB will review and approve of the public interpretation program prior to demolition.</p> <p>MM Cultural 1A-3: Financial Contribution. If the Oakland Coliseum and/or Arena are demolished, project applicants) shall make a financial contribution to the City of Oakland to be used to fund historic preservation projects within or in the vicinity of the Coliseum district, as described below.</p> <p>a) The financial contributions can be applied to the programs such as a</p>		

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<p>Impact Cultural-1B: Other than the proposed demolition of the Oakland Coliseum and the potential demolition of the Arena as discussed above in Impact Cultural-1A, future development pursuant to Plan Buildout does not specifically propose to demolish or materially alter any other historic or potentially historic resources. Any subsequent development project that may propose demolition or alteration of a current or future-defined historic resource would be required to undergo subsequent and individual environmental review, and would also be subject to all applicable City of Oakland's standard conditions of approval, Planning Code</p>	<p>Façade Improvement Program or Tenant Improvement Program, applicable in East Oakland; and</p> <p>b) Mitigation shall be provided as financial and/or cultural enhancement. Such contribution shall be commensurate with the cultural value of the Coliseum. The level of contribution shall be based upon information to be provided by the applicant (such as pro forma information or other comparable information), the City and upon other relevant factors determined by the City; the dollar amount of the financial contribution shall be based, as applicable, on mitigations from other similar historic demolitions in the City of Oakland, after a review is done of comparable projects, and the amount of those mitigations is determined; the HABS and interpretive mitigations as specified in the EIR are to be completed; the City and/or developer(s) to conduct community outreach to capture cultural significance, under Criteria 1 and 2 of the California Register of Historical Resources (equivalent to Criteria A and B in National Register Bulletin 22) and publically disseminate the results (see MM 1-4 and 1-5).</p> <p>Planning Code Section 17.136.075(D) requirements for Design Review approval prior to demolition or removal of historic structures</p> <p>Policy 3.5 of the HRE requirements that the City make specific findings for additions or alterations to existing historic resources or PDHPs prior to approving discretionary permits.</p> <p>SCA Cultural-5: Compliance with Policy 3.7 of the Historic Preservation Element (Property Relocation Rather than Demolition)</p> <p>SCA Cultural-6: Vibrations to Adjacent Historic Structures</p>	<p>OMC MM 17.136.075(D), Policy 3.5 of HRE, SCA Cultural-5 and 6: Prior to issuance of a demolition permit</p>	<p>OMC MM 17.136.075(D), Policy 3.5 of HRE, SCA Cultural-5 and 6: City of Oakland Planning and Building Department (OCHS)</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
requirements and General Plan policy considerations relevant to historic resource preservation			
MM Cultural 1A-4: Oral Histories	<p>Oral histories shall be collected from people who have had a prominent role in those significant cultural events that occurred in the Coliseum and or Arena since these facilities were originally constructed. To the extent available for interview, oral histories shall be collected from the architecture and design firm Skidmore, Owings & Merrill (or an architectural historian with specific expertise on the works of this architectural firm), and the construction firm of Guy F. Atkinson Company. Oral histories shall also be obtained from willing sports personalities that have played a major roles in the sports histories that have occurred in these buildings, including players, coaches and team owners representing, and fans of the Oakland Raiders, the Oakland Athletics, the Golden State Warriors and the Oakland Seals hockey team. Additional oral histories shall also be obtained from willing entertainers, event promoters, and sponsors of other major cultural events which have occurred within the Coliseum and Arena and which have helped shape the cultural history of these venues. Such events may include, but are not limited to entertainment events such as Bill Graham's Day on the Green concerts, Grateful Dead concerts, and memorable and prominent speakers such as the celebration for Mr. Nelson Mandela. The scope of this oral history collection should include the following:</p> <ul style="list-style-type: none"> a) professional quality publication of a master catalog of the interviews; b) a summary report made available at the Oakland Museum, the Oakland History room, and/or the UC Berkeley Regional Oral History Office at the Bancroft Library; and c) publication of copies of video or other stable recording medium, and the summary report for sale to the public; and d) all interviews shall be transcribed and saved in a long-term, archive-stable medium. 		City of Oakland Planning and Building Department (Bureau of Planning, OCHS)

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<p>MM Cultural 1A-5: Comprehensive Written Document.</p>	<p>A historical resource documentation effort shall be conducted involving a coordinated effort of primary research and documentation, with a substantial scholarly input and publicly available products. The first product of this program shall include a coordinated effort to conduct the research, writing, photo documentation, assembly and publication efforts needed to prepare a comprehensive book on the history of the Oakland Coliseum Complex. The book shall document the important contribution the Coliseum Complex has made to the architectural and cultural history of Oakland.</p> <p>a) The research and documentation needed to prepare this book should provide the basis and background for coordinated subsequent documentary mitigation such as the oral histories and public interpretation program.</p> <p>b) Primary source material such as construction documents, photographs (such as those currently on display in the Coliseum) and oral accounts should be considered for publication or re-publication within this book.</p> <p>c) An author, or authors with appropriate experience and qualifications should prepare the book. The author shall consult with the Bancroft Library, the Oakland History Room, University of California Press, and historical societies as appropriate.</p> <p>d) Copies of the book shall be provided to all Oakland public libraries and to other educational institutions.</p>		<p>City of Oakland Planning and Building Department (Bureau of Planning, OCHS)</p>
<p>Impact Cultural-2: Proposed development within the Project Area could directly or indirectly destroy a unique paleontological resource or site, cause a substantial adverse change in the significance of currently undiscovered archaeological resources, or disturb human remains.</p>	<p>SCA Cultural-4: Archaeological Resources – Sensitive Sites</p> <p>SCA Cultural-1: Archaeological Resources, SCA Cultural-2: Human Remains, and SCA Cultural-3: Paleontological Resources</p>	<p>SCA Cultural- 4: Prior to issuance of a demolition, grading, or building permit.</p> <p>SCA Cultural-1, 2, 3: Ongoing throughout demolition,</p>	<p>SCA Cultural-1, 2, 3, 4: City of Oakland Planning and Building Department (OCHS)</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
		grading, and/or construction	
Geology and Soils			
Impact Geo-1: The proposed Project would not expose people or structures to substantial risk of loss, injury, or death involving strong seismic ground shaking and seismic-related ground failure including liquefaction, lateral spreading, subsidence, or collapse.	SCA Geo-2: Geotechnical Report compliance with the California Code of Regulations, Title 24, California Building Standards Code	Required as part of the submittal of a tentative Tract Map or tentative Parcel Map.	City of Oakland, Bureau of Building
Impact Geo-2: The proposed Project would not result in substantial soil erosion or loss of topsoil, creating substantial risks to life, property, or creeks/waterways.	SCA Hydro-1: Erosion and Sedimentation Control (when no grading permit is required), SCA Hydro-2: Erosion and Sedimentation Control Plan, SCA Hydro-3: Stormwater Pollution Prevention Plan (SWPPP) and SCA Hydro-4: Site Design Measures for Post-Construction Stormwater Management.	SCA Hydro-1: [When no grading permit is required.] Ongoing throughout demolition grading, and/or construction activities. SCA Hydro-2: Prior to any grading activities. Implementation: Ongoing throughout grading and construction activities SCA Hydro-3: Prior to and	SCA Hydro-1: City of Oakland Planning and Building Department City of Oakland Bureau of Building SCA Hydro-2, 3 and 4: City of Oakland Planning and Building Department City of Oakland - Bureau of Building, Zoning Inspection

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
		ongoing throughout demolition, grading, and/or construction activities SCA Hydro-4: Prior to issuance of building permit or other construction-related permit.	
Impact Geo-3: The proposed Project may be located on expansive soil, as defined in section 1802.3.2 of the California Building Code (2007, as it may be revised), creating substantial risks to life or property.	SCA Geo-1: Soil Report, SCA Geo-2: Geotechnical Report	Required as part of the submittal of a tentative Tract Map or tentative Parcel Map.	City of Oakland, Bureau of Building
Impact Geo-4: The proposed Project is located in a developed area above one or more of the following: well, pit, swamp, mound, tank vault, or unmarked sewer line; these features do not create substantial risks to life or property.	SCA Geo-2: Geotechnical Report	Required as part of the submittal of a tentative Tract Map or tentative Parcel Map.	City of Oakland, Bureau of Building
Impact Geo-5: The proposed Project is not located above landfills for which there is no approved closure and post-closure plan. The proposed Project is located above fill.	SCA Geo-1: Soil Report, SCA Geo-2: Geotechnical Report	Required as part of the submittal of a tentative Tract Map or tentative Parcel Map.	City of Oakland, Bureau of Building

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
<p>Impact GHG-2A: New development at the Coliseum District would generate greenhouse gas emissions from both direct and indirect source that would have a significant impact on the environment. Specifically, development at the Coliseum District would involve land use development that would produce total emissions of more than 1,100 metric tons of CO₂e annually and more than the Project-level threshold of 4.6 metric tons of CO₂e per service population annually.</p>	<p>SCA GHG-1: Project-specific GHG Reduction Plans</p> <p>Other SCAs including SCA F: Compliance with the Green Building Ordinance; SCA Traf-1: Parking and Transportation Demand Management; SCA Util-1: Waste Reduction and Recycling; several SCAs regarding landscape requirements and tree replacement; and several SCAs regarding stormwater management</p>	<p>SCA GHG-1 and SCA Util-1: Prior to issuance of a construction-related permit and ongoing as specified.</p> <p>SCA F: Prior to issuance of a demolition, grading, or building permit.</p> <p>SCA Traf-1: Prior to issuance of a final inspection of the building permit</p> <p>Implementation: Ongoing e.g. submittal of additional approved TDM reports as needed per approved TDM plan</p>	<p>SCA GHG-1, SCA F, : City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>SCA Traf-1: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Public Works Department, Traffic Services Division</p> <p>SCA Util-1: City of Oakland Planning and Building Department</p>

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Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
<p>Impact GHG-2B: New development pursuant to Plan Buildout would not generate greenhouse gas emissions, either directly or indirectly, that would have a significant impact on the environment. Specifically, new development pursuant to Plan Buildout (including all new development within the Coliseum District) would not produce emissions of more than the Plan-level threshold of 6.6 metric tons of CO₂e per service population annually, or more than the Project-level threshold of 4.6 metric tons of CO₂e per service population annually.</p>	<p>SCA GHG-1: Project-specific GHG Reduction Plans</p> <p>Other SCAs including SCA F: Compliance with the Green Building Ordinance; SCA Traf-1: Parking and Transportation Demand Management; SCA Util-1: Waste Reduction and Recycling; several SCAs regarding landscape requirements and tree replacement; and several SCAs regarding stormwater management</p>	<p>SCA GHG-1 and SCA Util-1: Prior to issuance of a construction-related permit and ongoing as specified.</p> <p>SCA F: Prior to issuance of a demolition, grading, or building permit.</p> <p>SCA Traf-1: Prior to issuance of a final inspection of the building permit</p> <p>Implementation: Ongoing e.g. submittal of additional approved TDM reports as</p>	<p>City of Oakland - Bureau of Building, Zoning Inspections</p> <p>City of Oakland, Public Works, Environmental Services</p> <p>SCA GHG-1, SCA F, : City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>SCA Traf-1: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Public Works Department, Traffic Services</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
		needed per approved TDM plan	Division SCA Util-1: City of Oakland Planning and Building Department City of Oakland - Bureau of Building, Zoning Inspections City of Oakland, Public Works, Environmental Services
<p>Impact GHG-3: New development pursuant to Plan Buildout (including the Coliseum District) would not fundamentally conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing greenhouse gas emissions.</p>	<p>SCA GHG-1: Project-specific GHG Reduction Plans</p> <p>Other SCAs including SCA F: Compliance with the Green Building Ordinance; SCA Traf-1: Parking and Transportation Demand Management; SCA Util-1: Waste Reduction and Recycling; several SCAs regarding landscape requirements and tree replacement; and several SCAs regarding stormwater management</p>	<p>SCA GHG-1 and SCA Util-1: Prior to issuance of a construction-related permit and ongoing as specified.</p> <p>SCA F: Prior to issuance of a demolition, grading, or building permit.</p> <p>SCA Traf-1: Prior to issuance of a final inspection of the building permit</p>	<p>SCA GHG-1, SCA F, : City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>SCA Traf-1: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of</p>

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Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
		Implementation: Ongoing e.g. submittal of additional approved TDM reports as needed per approved TDM plan	Building, Zoning Inspection City of Oakland Public Works Department, Traffic Services Division SCA Util-1: City of Oakland Plannin g and Building Department City of Oakland - Bureau of Building, Zoning Inspections City of Oakland, Public Works, Environmental Services
Impact Haz-1: The proposed Project would result in an increase in the routine transportation, use, and storage of hazardous chemicals.	SCA Haz-1: Hazards Best Management Practices	Prior to the commencement of demolition, grading, or construction.	City of Oakland Planning and Building Department City of Oakland - Bureau of Building, Zoning Inspection

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
<p>Impact Haz-2: Construction and development of the proposed Project could result in the accidental release of hazardous materials used during construction through improper handling or storage.</p>	<p>SCA Haz-1, Hazards Best Management Practices, SCA Haz-5, Lead-Based Paint/Coatings, Asbestos, or PCB Occurrence Assessment, SCA Haz-6, Environmental Site Assessment Reports Remediation, SCA Haz-9, Health and Safety Plan per Assessment</p>	<p>SCA Haz-1, 5, 6: Prior to the commencement of demolition, grading, or construction.</p> <p>SCA Haz-9: Prior to issuance of any demolition, grading or building permit.</p>	<p>SCA Haz-1, 5, 6, 9: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspections</p> <p>Oakland Fire Prevention Bureau, Hazardous Materials Unit</p>
<p>Impact Haz-3: The proposed Project could create a significant hazard to the public through the storage or use of acutely hazardous materials near sensitive receptors.</p>	<p>SCA Haz-12: Hazardous Materials Business Plan</p> <p>City of Oakland Municipal Code requirements for a Hazardous Materials Assessment Report and Remediation Plan (HMARRP) -</p>	<p>Prior to issuance of a business license</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>Oakland Fire Prevention Bureau, Hazardous Materials Unit</p>
<p>Impact Haz-4: Development of the proposed Project would require use of hazardous</p>	<p>SCA Haz-12: Hazardous Materials Business Plan</p> <p>City of Oakland Municipal Code requirements for a Hazardous Materials Assessment</p>	<p>Prior to issuance of a business</p>	<p>City of Oakland Planning and</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
materials within 0.25 mile of a school.	Report and Remediation Plan (HMARRP) -	license	Building Department City of Oakland - Bureau of Building, Zoning Inspection Oakland Fire Prevention Bureau, Hazardous Materials Unit
<p>Impact Haz-5A: Development of the Coliseum District would be located on sites included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, could create a significant hazard to the public or the environment.</p> <p>Impact Haz-5B: Development of the Project Area would be located on sites included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, could create a significant hazard to the public or the environment.</p>	<p><i>Assessments:</i> SCA Haz-3: Site Review by the Fire Services Division, Haz-4: Phase I and/or Phase II Reports, Haz-5: Lead-based Paint/Coatings, Asbestos, or PCB Occurrence Assessment, and Haz-11: Radon or Vapor Intrusion from Soil or Groundwater Sources</p> <p><i>Remediation</i> SCA Haz-6: Environmental Site Assessment Reports Remediation, Haz-7: Lead-based Paint Remediation, Haz-8: Other Materials Classified as Hazardous Waste, Haz-9: Health and Safety Plan per Assessment, and Haz-10: Best Management Practices for Soil and Groundwater Hazards</p> <p><i>Verification</i> SCA Haz-3: Site Review by the Fire Services Division, Haz-10: Best Management Practices for Soil and Groundwater Hazards, and Haz-11: Radon or Vapor Intrusion from Soil or Groundwater Sources</p>	<p>SCA Haz-3, 4, 5, 6, 7, 10, 11: Prior to issuance of any demolition, grading or building permit.</p> <p>SCA Haz-9: Prior to issuance of any demolition, grading or building permit.</p>	<p>SCA Haz-3, 4, 5, 10, 11: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspections</p> <p>Oakland Fire Prevention Bureau, Hazardous Materials Unit</p>
Impact Haz-6: Development of the proposed Project could result in fewer than two emergency access routes for streets exceeding 600 feet in length.	SCA 20, Improvements in the Public Right-of-Way (General), and SCA 21, Improvements in the Public Right-of-Way (Specific)	Prior to the commencement of demolition, grading, or construction.	City of Oakland Planning and Building Department

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
<p>Impact Haz-7: The Project Area is located within the Oakland International Airport Land Use Plan area and within two miles of the Oakland Airport, but would not result in a safety hazard for people residing or working in the Project Area.</p>	<p>None needed see also discussion under Impact Land Use-9; Compatibility with ALUCP</p>		
Hydrology and Water Quality			
<p>Impact Hydro-1A: New development at the Coliseum District would alter drainage patterns and increase the volume of stormwater, and potentially increase the level of contamination or siltation in stormwater flows.</p>	<p><i>Work within the Creeks</i> SCA Hydro-9: Erosion, Sedimentation, and Debris Control Measures; SCA Hydro-10: Creek Protection Plan; SCA Hydro-11: Regulatory Permits and Authorizations; SCA Hydro-12: Creek Monitoring; SCA Hydro-13, Creek Landscaping Plans; SCA Hydro-14: Creek Dewatering and Aquatic Life; and SCA Hydro-15: Creek Dewatering and Diversion</p> <p><i>Drainage and Water Quality</i> SCA Hydro-1: Erosion and Sedimentation Control; SCA Hydro-2: Erosion and Sedimentation Control Plan; SCA Hydro-3: Stormwater Pollution Prevention Plan; SCA Hydro-4: Site Design Measures for Post-Construction Stormwater Management; SCA Hydro-5: Source Control Measures to Limit Stormwater Pollution; SCA Hydro-6: Post-construction Stormwater Management Plan, SCA Hydro-7: Maintenance Agreement for Stormwater Treatment Measures; and SCA Hydro-8: Erosion, Sedimentation, and Debris Control Measures</p>	<p>SCA Hydro-9, 10, 11, 12, 13, 14, 15: Prior to issuance of demolition, grading, or construction-related permit</p> <p>SCA Hydro-1, 2: Prior to any grading activities.</p> <p>Implementation: Ongoing throughout grading and construction activities</p> <p>SCA Hydro-3, 4, 5, 6, 7, 8: Prior to and ongoing throughout</p>	<p>SCA Hydro-1, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
		demolition, grading, and/or construction activities	
Impact Hydro-1B: Future development pursuant to Plan Buildout (including the Coliseum District) would increase the volume of stormwater flows, and potentially increase the level of contamination or siltation in stormwater flows.	see all SCAs listed form Impact Hydro-1A, above		
Impact Hydro-2: New development at the Coliseum Site and pursuant to Plan Buildout would not be susceptible to flooding hazards, as no new development is proposed within a 100-year flood zone as mapped by FEMA.	SCA Hydro- 16: Regulatory Permits and Authorizations; and SCA Hydro-17: Structures within a Floodplain	SCA Hydro- 16, 17: Prior to issuance of a demolition, grading, or building permit	SCA Hydro- 16, 17: City of Oakland Planning and Building Department City of Oakland - Bureau of Building, Zoning Inspection
Impact Hydro-5: Future development at the Coliseum District and pursuant to Plan Buildout could be susceptible to inundation, storm events and storm events with wind waves in the event of sea-level rise.	SCA Hydro-15: Regulatory Permits and Authorizations Recommendation Hydro-5: The following additional recommendations are suggested to provide an adaptive approach to addressing a 16 inch sea level rise above current Base Flood Elevation (BFE) for mid-term (2050) planning and design; 1. Design gravity storm drain systems for 16 inches of sea level rise; 2. Design and construct habitable space above at-grade parking structures to allow sea level rise to impact uninhabited parking structures rather than dwelling units. 3. Design buildings to withstand periodic inundation;	Prior to issuance of a demolition, grading, or building permit	City of Oakland Planning and Building Department City of Oakland - Bureau of Building, Zoning Inspection

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
	<p>4. Prohibit below grade habitable space in inundation zones;</p> <p>5. Require that all critical infrastructure sensitive to inundation be located above the SLR base flood elevation;</p> <p>6. Consider means for implementing an adaptive management strategy to protect against long-term sea level rise of as much as 55", potentially including constructing levees or seawalls and providing space for future storm water lift stations near outfall structures into the Bay and Estuary.</p>		
Land Use			
<p>Impact Land-2: The proposed Project (at the Coliseum District and pursuant to Plan Buildout) would introduce new residential and other sensitive land uses at locations that could be exposed to noise, emissions and other potential land use incompatibilities associated with adjacent industrial and special event land uses.</p>	<p>SCA AQ-2: Exposure to Air Pollution - Toxic Air Contaminants Health Risk Reduction Measures, SCA Noise-4: Interior Noise, SCA Noise-5: Operational Noise-General; SCA Haz-8: Other Materials Classified as Hazardous Waste; SCA Haz-12: Hazardous Materials Business Plan</p> <p>No mitigation measures required. However, instances of nuisance complaints from new residents could potentially arise between new residential uses in the Project Area and existing industrial uses. To protect existing industrial uses from complaints that may seek to force an existing use to change or permanently restrict its operations, the following legal acknowledgement is recommended:</p> <p>Recommendation Land 2: Sellers or leasers of real property intended for residential use and located within the Coliseum District or within the proposed waterfront residential area in Sub-Area B shall provide a disclosure statement included as part of all real estate transactions. The statement shall disclose that the property is located within an area near pre-existing industrial uses, that those industrial uses will be allowed to continue, and that such uses may generate light, noise, dust, traffic and other annoyances or inconveniences incidental to and customarily associated with industrial use..</p>	<p>SCA AQ-2: Incorporation of measures: Prior to approval of construction-related permit</p> <p>Maintenance: Ongoing</p> <p>SCA Noise-4: Prior to issuance of a building permit and Certificate of Occupancy</p> <p>SCA Noise-5: Ongoing during Project operations</p> <p>SCA Haz-8: Prior to issuance of any demolition,</p>	<p>SCA AQ-2, SCA Noise-4, 5: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>Haz-8, 12: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspections</p> <p>Oakland Fire Prevention</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
		grading or building permit. SCA Haz-12: Prior to issuance of a business license	Bureau, Hazardous Materials Unit
<p>Impact Land-3A: Development of the Coliseum District pursuant to the proposed Project would not fundamentally conflict with the City's General Plan.</p> <p>Impact Land-3B: Full development of the Project pursuant to Plan Buildout would not fundamentally conflict with the City's General Plan.</p>	<p>The Specific Plan may conflict with a number of individual land use plans and policies, but many of these conflicts would be resolved in the course of Plan implementation due to General Plan amendments proposed to be adopted concurrent with the Specific Plan.</p> <p>Recommendation 3B: Prior to approval of any residential development within Sub-Area B on land that is currently in industrial use, the developer of the proposed residential use must find a suitable replacement site acceptable to the owner/user of the industrial property in question, and facilitate acquisition of that replacement site for the displaced industrial use. In particular, an acceptable new site shall be found for the relocation of the City's corporation yard (located at 6767 Edgewater Drive) prior to residential uses being developed on that property.</p>	Prior to approval of construction-related permit	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p>
<p>Impact Land-5A: Development of the Coliseum District pursuant to the proposed Project would conflict with the City's current Planning Code and Zoning Map.</p> <p>Impact Land-5B: New development pursuant to Plan Buildout would conflict with the City's current Planning Code and Zoning Map.</p>	City zoning inconsistencies would be made consistent through implementation of the proposed new zoning districts and zoning changes proposed pursuant to the Specific Plan	Upon adoption of the zoning to implement the Specific Plan	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Planning</p>
Impact Land-6: Development of a new Arena at the proposed Coliseum District as well as development of a residential and retail mixed use site along the waterfront pursuant to the proposed Project would fundamentally conflict	<p>Recommendation/Project Requirement Land-6: In order to enable implementation of the Project as proposed, the Port Board of Commissioners must either:</p> <p>a) adopt the Specific Plan as its new land use plan for the Business Park, or</p> <p>b) elect to cede land use authority over the ultimate new Arena site and the waterfront</p>	Upon adoption of the Specific Plan	Port of Oakland

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
with the Port of Oakland's current Land Use and Development Code (LUDC).	residential site to the City of Oakland, or c) choose to instead amend its own LUDC to allow the new Arena and waterfront residential / retail mixed use as permitted or conditionally permitted uses within the Business Park.		
Impact Land-7: Development of the Coliseum District could fundamentally conflict with the structural height criteria of the Oakland International Airport Land Use Compatibility Plan (ALUCP).	<p>Pursuant to the State Aeronautics Act and Public Utilities Code Sections 21658 and 21659, the City of Oakland is required to inform project proponents of a project that may exceed the elevation of a Part 77 surface that notification to the FAA is required. All such projects are also required to be referred to the ALUC for determination of consistency with the ALUCP prior to their approval by the local jurisdiction.</p> <p>MM Land-7A: No structures that exceed 159.3 feet above mean sea level or otherwise exceed the applicable Part 77 surfaces of the Oakland International Airport Land Use Compatibility Plan will be approved by the City unless such a structure has been reviewed by the FAA in accordance with FAR Part 77 and the City receives:</p> <p>a) An FAA finding that the structure is "No Hazard To Air Navigation" and would not result in the FAA altering, curtailing, limiting, or restricting flight operations in any manner; and an ALUC determination that the proposed structure is consistent with the December 2010 Oakland International Airport Land Use Compatibility Plan (ALUCP); and</p> <p>b) Agreement from the applicant to mark and light that structure in a manner consistent with FAA standards.</p> <p>MM Land-7B: Sellers or leasers of real property located within the Oakland Airport Influence Area (AIA) shall include a real estate disclosure notification informing all parties that their property is situated within the AIA, and may be subject to some of the annoyances or inconveniences associated with proximity to airport operations. The City shall coordinate the wording of the disclosures with the Port of Oakland.</p> <p>MM Land-7C: An aviation easement shall be dedicated to the Port of Oakland as a condition for any discretionary approvals of future residential or non-residential development within the Project Area. The aviation easement shall:</p> <p>a) Identify the potential hazard associated with the proposed project and its location within protected airspace;</p>	Prior to approval of construction-related permit	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland – Bureau of Planning</p> <p>And Bureau of Building</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
	<p>b) Identify the airport owner’s right to clear or maintain the airspace from potential hazards;</p> <p>c) Identify the right to mark potential obstructions and notify aviators of such hazards;</p> <p>d) Provide the right to pass within the identified airspace.</p> <p>e) Restrict the heights of structures and trees on the property to conform to the Oakland International Airport Land Use Compatibility Plan, unless otherwise approved by the FAA and ALUC as described in Mitigation Measure Land-7A.</p> <p>f) The City shall coordinate the wording of the easements with the Port of Oakland.</p> <p>g) The aviation easement used shall be the standard Port aviation easement and should include language to release the Port from any damages arising from the imposition of the easement, and prohibit the grantor from bringing legal claims associated with the easement and airport operations.</p> <p>MM Land 7-D: In addition to obtaining required City permits for fireworks displays or other aerial releases, event sponsors shall coordinate in advance with the FAA to ensure that the proposed timing, height, and materials for the event do not pose a hazard to the safe operation of Oakland International Airport.</p>		
<p>Impact Land-8: New development pursuant to Plan Buildout would not fundamentally conflict with BCDC’s Bay Plan or Sea Port Plan.</p>	<p>MM Land-8A: BCDC Issuance of Major Permit(s). Prior to implementation of the proposed Damon Slough enhancements, the Elmhurst Creek realignment, new development within 100 feet of the San Leandro Bay shoreline, and the proposed Bay Cut (and potentially other project elements found to be within BCDC jurisdiction), the project applicants for those projects shall apply for and obtain through an application review process (which may include additional public hearings and review boards) issuance of necessary BCDC permits.</p> <p>MM Land-8B: Compliance with Bay Plan Dredging Policies. Any elements of the proposed Project subject to BCDC jurisdiction and which involve excavation and/or dredging activity (i.e., the proposed Bay Cut and potentially the Damon Slough enhancements and Elmhurst Creek realignment) shall comply with the dredging policies of the San Francisco Bay Plan, including but not limited to the following:</p> <p>a) Dredging and dredged material disposal should be conducted in an environmentally</p>	<p>Prior to approval of construction-related permit</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland – Bureau of Planning</p> <p>And Bureau of Building</p> <p>And BCDC</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
	<p>and economically sound manner.</p> <p>b) Dredged materials should, if feasible, be reused or disposed outside the Bay and waterways. unless disposal outside these areas is infeasible and the dredged material to be disposed of is consistent with the advice of the San Francisco Bay Regional Water Quality Control Board and the inter-agency Dredged Material Management Office (DMMO); and the period of disposal is consistent with the advice of the California Department of Fish and Game, the U.S. Fish and Wildlife Service and the National Marine Fisheries Service.</p> <p>c) Dredged material should not be used for habitat creation, enhancement or restoration projects (except for projects using a minor amount of dredged material), until objective and scientific studies have been carried out to evaluate the advisability of disposal of dredged material in the Bay and in waterways for habitat creation, enhancement and restoration.</p>		
<p>Impact Land-9: Future development within Sub-Areas B, C and or D may occur on lands granted to the Port of Oakland and subject to public trust. The development of residential and neighborhood-serving retail uses would conflict with the public trust doctrine and would not otherwise be permitted. However, the potential inconsistency with the public trust doctrine can be removed through appropriate reallocation of the public trust resource.</p>	<p>MM Land-9: To remove potential conflicts with tidelands trust obligations and requirements, the developer of any future project within the Project Area that proposes to use land that is owned by the Port of Oakland must either:</p> <p>a) enter into an agreement with the Port (via the Commercial Real Estate Division) to ground lease and develop such project for uses deemed by the Port Board as consistent with the public trust, or</p> <p>b) buy the underlying land from the Port, subject to a finding that the property is no longer needed or required for the promotion of the public trust (none of these properties would include lands granted to the City by the original legislative grants), with the proceeds of the land sale to be used at the Port Board's discretion for public trust purposes, or</p> <p>c) arrange for an authorized exchange of any lands granted to the Port, subject to a finding that the land is no longer needed or required for the promotion of the public trust, for other lands not now subject to the public trust.</p>	<p>Prior to approval of construction-related permit</p>	<p>City of Oakland Planning and Building Department And Port of Oakland</p>
Noise			
<p>Impact Noise-1: Future development (at the</p>	<p>SCA Noise-1 : Days/Hours of Construction Operation, SCA Noise-2: Noise Control, SCA</p>	<p>Ongoing</p>	<p>City of Oakland</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
Coliseum District and pursuant to Plan Buildout) would include pile drilling and other extreme noise generating construction activities that would temporarily increase noise levels in the vicinity of individual project sites.	Noise-3: Noise Complaint Procedures, SCA Noise-7: Pile Driving and Other Extreme Noise Generators	throughout demolition, grading, and/or construction.	Planning and Building Department City of Oakland - Bureau of Building, Zoning Inspection
Impact Noise-2A: Future development of new sports and special events venues in the Coliseum District would generate operational noise that would exceed the City of Oakland Noise Ordinance at new, on-site sensitive receivers.	SCA Noise-5: Operational Noise-General Mitigation Measure Noise 2A-1: Event Venue Noise Levels. Although noise levels from future open air sports and event venues is expected to exceed the City's Noise Standards and there are no feasible measures that can reasonably attain these City standards, any future open-air venue (Stadium or Ballpark) shall incorporate design features that seek to maintain future event-based noise levels that are not appreciably louder than existing noise levels from the Coliseum as heard at off-site sensitive receivers. Recommendation Noise 2A-1: Sellers or leasers of real property intended for residential use and located within the Coliseum District shall provide a disclosure statement included as part of all real estate transactions. The statement shall disclose the presence of the sports and entertainment activities at the Stadium and Ballpark, and the likelihood that noise from these sources will exceed applicable City noise standards.	Ongoing during Project operations	City of Oakland Planning and Building Department City of Oakland - Bureau of Building, Zoning Inspection
Impact Noise-2B: Development of the proposed Project pursuant to Plan Buildout would not generate operational noise in violation of the City of Oakland Noise Ordinance, based upon required compliance with City of Oakland Standard Conditions of Approval.	SCA Noise-5: Operational Noise-General	Ongoing during Project operations	City of Oakland Planning and Building Department City of Oakland - Bureau of Building, Zoning Inspection
Impact Noise-4: Buildout of the proposed Project could expose persons to interior Ldn or CNEL greater than 45 dBA in proposed multi-	SCA Noise-4: Interior Noise	Prior to issuance of a building permit and	City of Oakland Planning and Building

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Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
family dwellings and hotels, motels, dormitories and long-term care facilities.		Certificate of Occupancy	Department City of Oakland - Bureau of Building, Zoning Inspection
<p>Impact Noise-5A: Future development in the Coliseum District would expose proposed new noise-sensitive land uses to noise levels in excess of noise levels considered normally acceptable according to the land use compatibility guidelines of the Oakland General Plan.</p> <p>Impact Noise-5B: Plan Buildout would expose proposed new noise-sensitive land uses to noise levels in excess of noise levels considered normally acceptable according to the land use compatibility guidelines of the Oakland General Plan.</p>	SCA Noise-4: Interior Noise	Prior to issuance of a building permit and Certificate of Occupancy	City of Oakland Planning and Building Department City of Oakland - Bureau of Building, Zoning Inspection
Impact Noise-6: The proposed Project would not expose persons to or generate noise levels in excess of applicable standards established by a regulatory agency.	SCA Noise-5: Operational Noise-General	Ongoing during Project operations	City of Oakland Planning and Building Department City of Oakland - Bureau of Building, Zoning Inspection
Impact Noise-7: Project construction or project operation pursuant to Plan Buildout may expose persons to or generate groundborne vibration that exceeds the criteria established by the Federal Transit Administration (FTA).	<p>SCA Noise-6: Vibration</p> <p>SCA Noise-7: Pile Driving and Other Extreme Noise Generators,</p> <p>SCA Noise-8: Vibrations near an Historic Resource</p>	<p>SCA Noise-6, 8: Vibration: During the design phase of project.</p> <p>SCA Noise-7:</p>	<p>SCA Noise-6, 7, 8: Vibration: City of Oakland Planning and Building</p>

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Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
		Ongoing throughout demolition, grading, and/or construction.	Department City of Oakland - Bureau of Building, Zoning Inspection
Impact Noise-8: The proposed Project includes areas that are located within an airport land use plan, however, it would not expose people residing or working in the project area to excessive noise levels from aircraft activity.	<p>None needed</p> <p>Requirement Noise-9: The developer of residential uses in the Waterfront Mixed Use District within Sub-Area B shall conduct noise studies to determine if overflight noise may warrant sound insulation and other design measures for new homes in Sub-Area B to reduce outdoor aircraft noise levels; associated with the following flight patterns: .</p> <ul style="list-style-type: none"> • Downwind arrivals to North Field Runways 28L/R, • Visual Flight Rules departures from North Field Runways 28 L/R • OAK "Salad One" departures during North Field Quiet Hours (10 p.m. to 6 a.m.) • "Pattern work" (training flights) performed on Runways 28R and Runway 33. 		
Population and Housing			
Public Services and Recreation			
Impact Public-1: The proposed Project could result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities.	<p>SCA Public-1: Conformance with other Requirements</p> <p>SCA Public-2: Fire Safety Phasing Plan</p>	<p>SCA Public-1: Prior to issuance of a demolition, grading, P-job, or other construction related permit</p> <p>SCA Public-2: Prior to issuance of a demolition, grading, and/or</p>	<p>SCA Public-1: City of Oakland Bureau of Building</p> <p>City of Oakland Fire Marshal</p> <p>City of Oakland Public Works Agency</p> <p>SCA Public-2:</p>

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Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
		construction and concurrent with any p-job submittal permit	City of Oakland Planning and Building Department City Oakland Fire Services Division
Traffic			
<p>Existing Plus Coliseum District</p> <p>Impact Trans-1: The development of the Coliseum District would add more than 10 peak-hour trips to the Kuhnle Avenue/Mountain Boulevard/I-580 Westbound Off-Ramp (Intersection #3) which would meet peak hour signal warrant (Significant Threshold #6) under Existing Plus Coliseum District conditions.</p>	<p>Mitigation Measure Trans-1 (Intersection #3): Implement the following measures at the Kuhnle Avenue/Mountain Boulevard/I-580 Westbound Off-Ramp intersection:</p> <ul style="list-style-type: none"> a) Signalize the intersection providing actuated operations, with permitted left-turns on east-west approaches (Mountain Boulevard/I-580 Westbound Off-Ramp) and split phasing on north-south (Kuhnle Avenue) approaches, and b) Coordinate the signal timing at this intersection with the adjacent intersections that are in the same signal coordination group. This intersection is under the jurisdiction of Caltrans so any equipment or facility upgrades must be approved by Caltrans prior to installation. 	<p>Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>

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Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
		and approval by the City for implementation of this mitigation.	
<p>Impact Trans-2: The development of the Coliseum District would add more than 10 peak-hour trips to the Sunnymere Avenue/Kuhnle Avenue/Seminary Avenue/I-580 Eastbound On-Ramp (Intersection #4) which would meet peak hour signal warrant (Significant Threshold #6) under Existing Plus Coliseum District conditions.</p>	<p>Mitigation Measure Trans-2 (Intersection #4): Implement the following measures at the Sunnymere Avenue/Kuhnle Avenue/Seminary Avenue/I-580 Eastbound On-Ramp intersection:</p> <ul style="list-style-type: none"> a) Restripe eastbound Seminary Avenue approach to provide one left-turn lane and one shared through/right lane, b) Signalize the intersection providing actuated operations, with split phasing on all approaches, c) Coordinate the signal timing at this intersection with the adjacent intersections that are in the same signal coordination group. This intersection is under the jurisdiction of Caltrans so any equipment or facility upgrades must be approved by Caltrans prior to installation 	<p>Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>
<p>Impact Trans-3: The development of the</p>	<p>Mitigation Measure Trans-3 (Intersection #5): Implement the following measures at the</p>	Investigation of	City of Oakland

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
Coliseum District would add more than 10 peak-hour trips to the Seminary Avenue/Overdale Avenue/I-580 Eastbound/SR 13 Southbound Off Ramp (Intersection #5) which would meet peak hour signal warrant (Significant Threshold #6) under Existing Plus Coliseum District conditions.	<p>Seminary Avenue/Overdale Avenue/I-580 Eastbound/SR 13 Southbound Off-Ramp intersection:</p> <p>a) Signalize the intersection providing actuated operations, with protected left turns on the westbound Seminary Avenue approach and split phasing on the north/south Overdale Avenue/Off-Ramp approaches.</p> <p>b) Coordinate the signal timing at this intersection with the adjacent intersections that are in the same signal coordination group. This intersection is under the jurisdiction of Caltrans so any equipment or facility upgrades must be approved by Caltrans prior to installation.</p>	<p>the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.</p>	<p>Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>
Impact Trans-4: The development of the Coliseum District would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at the San Leandro Street/66th Avenue (Intersection #58) which operates at LOS F during the	<p>Mitigation Measure Trans-4 (Intersection #58): Implement the following measures at the San Leandro Street/66th Avenue intersection:</p> <p>a) Restripe eastbound 66th Avenue approach to provide one left-turn lane, one through lane, and one right-turn lane, and narrow the westbound direction to one receiving lane</p> <p>b) Restripe westbound 66th Avenue approach to provide one left-turn lane and one</p>	<p>Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
weekday PM peak hour under Existing Plus Coliseum District conditions	<p>shared through/right-turn lane</p> <p>c) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection)</p> <p>d) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.</p>	<p>review and approval to the City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.</p>	<p>Inspection</p> <p>City of Oakland Transportation Services Division</p>
<p>Impact Trans-5: Under Existing Plus Coliseum District conditions, the development of the Coliseum District would cause an increase of more than 5 seconds in average delay on the worst approach for the unsignalized intersection San Leandro Boulevard/Best Avenue/Park Street (Intersection #66), which operates at LOS E or F under No Project conditions (Significant Threshold #5 in San Leandro).</p>	<p>Mitigation Measure Trans-5 (Intersection #66): Implement the following measures at the San Leandro Boulevard/Best Avenue/Park Street intersection:</p> <p>a) Signalize the intersection providing actuated operations.</p> <p>b) Coordinate the signal timing at this intersection with the adjacent intersections that are in the same signal coordination group. This intersection is under the jurisdiction of City of San Leandro so any equipment or facility upgrades must be approved by City of San Leandro prior to installation.</p>	<p>Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
		implemented. If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.	
<p>Impact Trans-6: The proposed Project would cause the San Leandro Boulevard/Marina Boulevard (intersection #69) to degrade from LOS D to LOS E (Significant Threshold #1 in San Leandro) during the PM peak hour under Existing Plus Coliseum District conditions.</p>	<p>Mitigation Measure Trans-6 (Intersection #69): Implement the following measures at the San Leandro Boulevard/Marina Boulevard intersection:</p> <ul style="list-style-type: none"> a) Provide a second left-turn lane on northbound San Leandro Boulevard b) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. 	<p>Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
		will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.	
<p>Impact Trans-7: The development of the Coliseum District would degrade the Coliseum Way/High Street intersection (Intersection #78) from LOS D to LOS E and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the AM peak hour, and increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) during the weekday PM peak hour during which the intersection would operate at LOS F under 2035 conditions.</p>	<p>Mitigation Measure Trans-7 (Intersection #78): Implement the following measures at the Coliseum Way/High Street intersection:</p> <ul style="list-style-type: none"> a) Implement the planned 42nd Avenue/High Street Access Improvements which would include addition of a second left-turn lane on the eastbound High Street approach and a left-turn lane on the westbound High Street approach (see page 4.13-35 for more detail). b) Restripe the northbound Coliseum Way approach to provide one shared left/through lane and one right-turn lane. c) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection). d) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. 	<p>Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
		implementation of this mitigation.	
<p>Impact Trans-8: The development of the Coliseum District would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Oakland Significant Threshold #5) during the weekday AM peak hour which would operate at LOS F under Existing Plus Coliseum District conditions at the Fernside Boulevard/High Street/Gibbons Drive (Intersection #92)</p>	<p>Mitigation Measure Trans-8 (Intersection #92): Implement the following measures at the Fernside Boulevard/High Street/ Gibbons Drive intersection:</p> <ul style="list-style-type: none"> a) Convert the left-turn movements on westbound High Street from protected operations to permitted operations during the AM and PM peak periods b) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. 	<p>Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>
<p>Impact Trans-9: The development of the Coliseum District would increase the total intersection average delay by four seconds or</p>	<p>Mitigation Measure Trans-9 (Intersection #98): Implement the following measures at the Fernside Boulevard/Otis Drive intersection:</p> <ul style="list-style-type: none"> a) Remove the right turn island on the northbound Otis Drive approach, add a 	<p>Investigation of the need for this mitigation shall</p>	<p>City of Oakland Planning and Building</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
more (Oakland Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Oakland Significant Threshold #4) during the PM peak hour which would operate at LOS E under Existing Plus Coliseum District conditions at the Fernside Boulevard/Otis Drive (Intersection #98).	<p>dedicated right turn lane with approximately 50 feet of storage length, and move the northbound stop-bar upstream approximately 20 feet to accommodate the right turn lane storage length.</p> <p>b) Restripe Fernside Boulevard with two receiving lanes.</p>	<p>be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.</p>	<p>Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>
<p>2035 Plus Coliseum District</p> <p>Impact Trans-10: The development of the Coliseum District would add more than 10 peak-hour trips to the Frontage Road/SR 13 Northbound On-Ramp/Mountain Boulevard (Intersection #1) which would meet peak hour signal warrant (Significant Threshold #6) under 2035 Plus Coliseum District conditions.</p>	<p>Mitigation Measure Trans-10 (Intersection #1): Implement the following measures at the Frontage Road/SR 13 Northbound On-Ramp/Mountain Boulevard intersection:</p> <p>a) Signalize the intersection providing actuated operations, with permitted phasing on all approaches.</p> <p>b) Coordinate the signal timing at this intersection with the adjacent intersections that are in the same signal coordination group. This intersection is under the jurisdiction of Caltrans so any equipment or facility upgrades must be approved by Caltrans prior to installation.</p>	<p>Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
		<p>City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.</p>	City of Oakland Transportation Services Division
<p>Impact Trans-11: The development of the Coliseum District would add more than 10 peak-hour trips to the Kuhnle Avenue/Mountain Boulevard/I-580 Westbound Off-Ramp (Intersection #3) which would meet peak hour signal warrant (Significant Threshold #6) under 2035 Plus Coliseum District conditions.</p>	<p>Mitigation Measure Trans-11 (Intersection #3): Implement Mitigation Measure Trans-1 at the Kuhnle Avenue/Mountain Boulevard/I-580 Westbound Off-Ramp intersection</p>	See schedule for Trans-1	See responsibility for Trans-1
<p>Impact Trans-12: The development of the Coliseum District would add more than 10 peak-hour trips to the Sunnymere Avenue/Kuhnle Avenue/Seminary Avenue/I-580 Eastbound On-Ramp (Intersection #4) which would meet peak hour signal warrant (Significant Threshold #6) under 2035 Plus Coliseum District conditions.</p>	<p>Mitigation Measure Trans-12 (Intersection #4): Implement Mitigation Measure Trans-2 at the Sunnymere Avenue/Kuhnle Avenue/Seminary Avenue/I-580 Eastbound On-Ramp intersection.</p>	See schedule for Trans-2	See responsibility for Trans-2

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
<p>Impact Trans-13: The development of the Coliseum District would add more than 10 peak-hour trips to the Seminary Avenue/Overdale Avenue/I-580 Eastbound/SR 13 Southbound Off Ramp (Intersection #5) which would meet peak hour signal warrant (Significant Threshold #6) under 2035 Plus Coliseum District conditions.</p>	<p>Mitigation Measure Trans-13 (Intersection #5): Implement Mitigation Measure Trans-3 at the Seminary Avenue/Overdale Avenue/I-580 Eastbound/SR 13 Southbound Off-Ramp intersection.</p>	See schedule for Trans-3	See responsibility for Trans-3
<p>Impact Trans-14: The development of the Coliseum District would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at Camden Street/North MacArthur Boulevard/Seminary Avenue (Intersection #12) during the weekday PM peak hour which would operate at LOS F under 2035 conditions.</p>	<p>Mitigation Measure Trans-14 (Intersection #12): Implement the following measures at the Camden Street/North MacArthur Boulevard/Seminary Avenue Intersection:</p> <ul style="list-style-type: none"> a) Restripe the eastbound Seminary Avenue approach to provide one left-turn lane and one shared through/right-turn lane by eliminating one of the westbound receiving lanes b) Restripe the westbound Seminary Avenue approach to provide one left-turn lane, one through lane, and one right-turn lane c) Restripe the northbound Camden Street approach to provide one shared left/through/right lane and one bicycle lane d) Convert signal operations from split phasing to permitted phasing on the north/south Camden Street/North MacArthur Boulevard approaches and protected phasing on the east/west Seminary Avenue approaches e) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) f) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. 	<p>Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
		of this mitigation.	
Impact Trans-15: The development of the Coliseum District would degrade the MacArthur Boulevard/ Foothill Boulevard/73rd Avenue (Intersection #13) from LOS E to LOS F, increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the PM peak hour under 2035 conditions.	None feasible		
Impact Trans-16: The development of the Coliseum District would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at Foothill Boulevard/Fruitvale Avenue (Intersection #17) during both weekday AM and PM peak hours which would operate at LOS F under 2035 conditions.	None feasible		
Impact Trans-17: The development of the Coliseum District would contribute to LOS E operations at the Foothill Boulevard/Coolidge Avenue (Intersection #18), increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the PM peak hour under 2035 conditions	None feasible		
Impact Trans-18: The development of the Coliseum District would increase the total	Mitigation Measure Trans-18 (Foothill Boulevard/35th Avenue): Implement the following measures at Foothill Boulevard/35th Avenue intersection:	Investigation of the need for this	City of Oakland Planning and

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<p>intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at Foothill Boulevard/35th Avenue (Intersection #19) during both weekday AM and PM peak hours which would operate at LOS F under 2035 conditions.</p>	<ul style="list-style-type: none"> a) Restripe the eastbound and westbound 35th Avenue approaches to provide an exclusive left-turn lane within the existing right-of-way on each approach b) Update traffic signal equipment to provide protected left-turns on the eastbound and westbound 35th Avenue approaches c) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) d) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. 	<p>mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.</p>	<p>Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>
<p>Impact Trans-19: The development of the Coliseum District would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at Foothill Boulevard/High Street (Intersection #22) during the weekday PM peak hour which would operate at LOS F under 2035 conditions.</p>	<p>Mitigation Measure Trans-19 (Foothill Boulevard/High Street): Implement the following measures at Foothill Boulevard/High Street intersection:</p> <ul style="list-style-type: none"> a) Convert traffic signal from pre-timed to actuated operations b) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. 	<p>Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
		approval to the City of Oakland until the mitigation measure is implemented. If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.	City of Oakland Transportation Services Division
Impact Trans-20: The development of the Coliseum District would degrade the Foothill Boulevard/ Seminary Avenue/Walnut Street (Intersection #23) from LOS E to LOS F, increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the PM peak hour under 2035 conditions.	Mitigation Measure Trans-20 (Foothill Boulevard/ Seminary Avenue): Implement the following measures at the Foothill Boulevard/Seminary Avenue/Walnut Street): <ul style="list-style-type: none"> a) Increase signal cycle length at this intersection and the adjacent and closely spaced signal at Bancroft Avenue/Seminary Avenue (Intersection #29) to 90 seconds during the PM peak hour b) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. 	Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.	City of Oakland Planning and Building Department City of Oakland - Bureau of Building, Zoning Inspection City of Oakland Transportation Services Division

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
			If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.
Impact Trans-21: The development of the Coliseum District would contribute to LOS E operations at the International Boulevard/High Street (Intersection #35), increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the PM peak hour under 2035 conditions.	No feasible mitigation at International Boulevard/High Street		
Impact Trans-22: The development of the Coliseum District would contribute to LOS E operations at the International Boulevard/Heavenscourt Boulevard (Intersection #38), increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the PM peak hour under 2035 conditions.	No feasible mitigation at International Boulevard/Heavenscourt Boulevard		

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
<p>Impact Trans-23: The development of the Coliseum District would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at the East 12th Street/Fruitvale Avenue (Intersection #49) during the weekday AM peak hour which would operate at LOS F under 2035 conditions.</p>	<p>No feasible mitigation at East 12th Street/Fruitvale Avenue</p>		
<p>Impact Trans-24: The development of the Coliseum District would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at the San Leandro Street/East 10th Street/Fruitvale Avenue (Intersection #54) during the weekday PM peak hour which would operate at LOS F under 2035 conditions.</p>	<p>No feasible mitigation at San Leandro Street/East 10th Street/Fruitvale Avenue</p>		
<p>Impact Trans-25: The development of the Coliseum District would degrade the San Leandro Street/66th Avenue (Intersection #58) from LOS E to LOS F, increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the weekday AM peak hour which would operate at LOS E; the development would also increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) during the weekday PM peak hour which would operate at LOS F under 2035 Plus</p>	<p>Mitigation Measure Trans-25 (San Leandro Street/66th Avenue): Implement Mitigation Measure Trans-4 at the San Leandro Street/66th Avenue intersection.</p>	<p>See schedule for Trans-4</p>	<p>See responsibility for Trans-4</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
Coliseum District conditions.			
<p>Impact Trans-26: The development of the Coliseum District would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at the San Leandro Street/Hegenberger Road Off-Ramp/75th Avenue (Intersection #61) during the weekday PM peak hour which would operate at LOS F under 2035 conditions.</p>	<p>Mitigation Measure Trans-26 (San Leandro Street/Hegenberger Road Off-Ramp/75th Avenue): Implement the following measures at the San Leandro Street/ Hegenberger Road Off-Ramp/75th Avenue intersection:</p> <ul style="list-style-type: none"> a) Convert signal operations for the left-turn lane on southbound San Leandro Street from permitted to protected operations b) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. 	<p>Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>
<p>Impact Trans-27: The development of the Coliseum District would cause the increase in average delay of more than 5 seconds on the worst approach for unsignalized intersections</p>	<p>Mitigation Measure Trans-27 (San Leandro Boulevard/West Broadmoor Boulevard/Apricot Street /Park Street): Implement the following measures at the San Leandro Boulevard/West Broadmoor Boulevard/Apricot Street /Park Street intersection:</p> <ul style="list-style-type: none"> a) Signalize the intersection providing actuated operations 	<p>Investigation of the need for this mitigation shall be studied by</p>	<p>City of Oakland Planning and Building Department</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
that operates at LOS E or F under No Project conditions (Significant Threshold #5 in San Leandro) at the San Leandro Boulevard/West Broadmoor Boulevard/Apricot Street/Park Street (Intersection #66) under 2035 Plus Coliseum District conditions.	b) Coordinate the signal timing at this intersection with the adjacent intersections that are in the same signal coordination group. This intersection is under the jurisdiction of City of San Leandro so any equipment or facility upgrades must be approved by City of San Leandro prior to installation.	subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented. If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.	City of Oakland - Bureau of Building, Zoning Inspection City of Oakland Transportation Services Division
Impact Trans-28: The development of the Coliseum District would cause the increase in average delay of more than 5 seconds on the worst approach for unsignalized intersections that operates at LOS E or F under No Project conditions (Significant Threshold #5 in San Leandro) at the San Leandro Boulevard/Best Avenue/Park Street (Intersection #66) under 2035 Plus Coliseum District conditions.	Mitigation Measure Trans-28 (San Leandro Boulevard/Best Avenue/Park Street): Implement Mitigation Measure Trans-5.	See schedule for Trans-5	See responsibility for Trans-5

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<p>Impact Trans-29: The development of the Coliseum District would increase the total intersection average delay by four seconds or more (Oakland Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Oakland Significant Threshold #4) during the PM peak hour which would operate at LOS E under 2035 Plus Coliseum District conditions at the San Leandro Boulevard/Davis Street (Intersection #67).</p>	<p>Mitigation Measure Trans-29 (San Leandro Boulevard/Davis Street): Restripe the northbound San Leandro Boulevard approach to add an exclusive right-turn lane at the San Leandro Boulevard/Davis Street intersection.</p>	<p>Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>
<p>Impact Trans-30: The development of the Coliseum District would degrade the intersection from LOS E to LOS F, increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six</p>	<p>No feasible mitigation at Coliseum Way/I-880 Northbound Ramps/42nd Avenue</p>		

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
or more seconds (Significant Threshold #4) at the Coliseum Way/I-880 Northbound Ramps/42nd Avenue (Intersection #76) during the weekday AM peak hour under 2035 Plus Coliseum District conditions.			
<p>Impact Trans-31: The development of the Coliseum District would contribute to LOS E operations at the Coliseum Way/High Street (Intersection #78) during the AM peak hour and increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4); the development would also increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) during the weekday PM peak hour which would operate at LOS F under 2035 conditions</p>	<p>Mitigation Measure Trans-31 (Coliseum Way/High Street): Implement the following measures at the Coliseum Way/High Street intersection:</p> <ul style="list-style-type: none"> a) Restripe the northbound Coliseum Way approach to provide one shared left/through lane and one right-turn lane b) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. 	<p>Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<p>Impact Trans-32: The development of the Coliseum District would degrade the intersection from LOS D to LOS E and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) at the Oakport Street/I-880 Southbound Ramps/High Street (Intersection #79) during the weekday PM peak hour under 2035 Plus Coliseum District conditions.</p>	<p>Mitigation Measure Trans-32 (Oakport Street/I-880 Southbound Ramps/High Street): Implement the following measures at the Oakport Street/I-880 Southbound Ramps/High Street intersection:</p> <ul style="list-style-type: none"> a) Convert the southbound I-880 Southbound Off-Ramp approach to provide one left-turn lane, two through lanes, and one right-turn lane. b) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. 	<p>Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>
<p>Impact Trans-33: The development of the Coliseum District would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Oakland Significant Threshold #5) during the weekday AM peak hour which would</p>	<p>Mitigation Measure Trans-33 (Fernside Boulevard/High Street/ Gibbons Drive): Implement Mitigation Measure Trans-8</p>	<p>See schedule for Trans-8</p>	<p>See responsibility for Trans-8</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
operate at LOS F; and increase the total intersection average delay by four seconds or more (Oakland Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Oakland Significant Threshold #4) during the PM peak hour which would operate at LOS E under 2035 Plus Coliseum District conditions at the Fernside Boulevard/High Street/Gibbons Drive (Intersection #92).			
Impact Trans-34: The development of the Coliseum District would increase the average delay for a critical movement by six or more seconds (Oakland Significant Threshold #4) during the AM peak hour which would operate at LOS E under 2035 Plus Coliseum District conditions at the Fernside Boulevard/Otis Drive (Intersection #98).	Mitigation Measure Trans-34 (Fernside Boulevard/Otis Drive): Implement Mitigation Measure Trans-9	See schedule for Trans-9	See responsibility for Trans-9
2035 Plus Plan Buildout Impact Trans-35: Plan Buildout would add more than 10 peak-hour trips to the Frontage Road/SR 13 Northbound On-Ramp/Mountain Boulevard (Intersection #1) which would meet peak hour signal warrant (Significant Threshold #6) under 2035 Plus Specific Plan Buildout conditions.	Mitigation Measure Trans-35 (Frontage Road/SR 13 Northbound On-Ramp/Mountain Boulevard): Implement Mitigation Measure Trans-10	See schedule for Trans-10	See responsibility for Trans-10
Impact Trans-36: Plan Buildout would add more than 10 peak-hour trips to the Kuhnle Avenue/Mountain Boulevard/I-580 Westbound Off-Ramp (Intersection #3) which would meet peak hour signal warrant (Significant Threshold #6) under 2035 Plus Specific Plan Buildout	Mitigation Measure Trans-36 (Kuhnle Avenue/Mountain Boulevard/I-580 Westbound Off-Ramp): Implement Mitigation Measure Trans-1	See schedule for Trans-1	See responsibility for Trans-1

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
conditions.			
Impact Trans-37: Plan Buildout would add more than 10 peak-hour trips to the Sunnymere Avenue/Kuhnle Avenue/Seminary Avenue/I-580 Eastbound On-Ramp (Intersection #4) which would meet peak hour signal warrant (Significant Threshold #6) under 2035 Plus Specific Plan Buildout conditions.	Mitigation Measure Trans-37 (Sunnymere Avenue/Kuhnle Avenue/Seminary Avenue/I-580 Eastbound On-Ramp) : Implement Mitigation Measure Trans-2	See schedule for Trans-2	See responsibility for Trans-2
Impact Trans-38: Plan Buildout would add more than 10 peak-hour trips to the Seminary Avenue/Overdale Avenue/I-580 Eastbound/SR 13 Southbound Off Ramp (Intersection #5) which would meet peak hour signal warrant (Significant Threshold #6) under 2035 Plus Specific Plan Buildout conditions.	Mitigation Measure Trans-38 (Seminary Avenue/Overdale Avenue/I-580 Eastbound/SR 13 Southbound Off-Ramp): Implement Mitigation Measure Trans-3	See schedule for Trans-3	See responsibility for Trans-3
Impact Trans-39: Plan Buildout would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at Camden Street/North MacArthur Boulevard/Seminary Avenue (Intersection #12) during the weekday PM peak hour which would operate at LOS F under 2035 conditions.	Mitigation Measure Trans-39 (Camden Street/North MacArthur Boulevard/Seminary Avenue): Implement Mitigation Measure Trans-14	See schedule for Trans-14	See responsibility for Trans-14
Impact Trans-40: Plan Buildout would degrade the MacArthur Boulevard/ Foothill Boulevard/73rd Avenue (Intersection #13) from LOS E to LOS F, increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or	No feasible mitigation measures at MacArthur Boulevard/ Foothill Boulevard/73rd Avenue		

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
more seconds (Significant Threshold #4) during the PM peak hour under 2035 conditions.			
Impact Trans-41: Plan Buildout would degrade intersection operations from LOS C to LOS E and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the AM peak hour at the Foothill Boulevard/14th Avenue (Intersection #15) under 2035 conditions.	No feasible mitigation measures at Foothill Boulevard/14th Avenue		
Impact Trans-42: Plan Buildout would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at Foothill Boulevard/Fruitvale Avenue (Intersection #17) during both weekday AM and PM peak hours which would operate at LOS F under 2035 conditions.	No feasible mitigation measures at Foothill Boulevard/Fruitvale		
Impact Trans-43: Plan Buildout would degrade intersection operations from LOS D to LOS E and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the AM peak hour at the Foothill Boulevard/Coolidge Avenue (Intersection #18), and contribute to LOS E operations, increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the PM peak hour under 2035 conditions.	No feasible mitigation measures at Foothill Boulevard/Coolidge Avenue		
Impact Trans-44: Plan Buildout would increase the total intersection V/C ratio by 0.03 or more	Mitigation Measure Trans-44 (Foothill Boulevard/35th Avenue): Implement Mitigation Measure Trans-18	See schedule for Trans-18	See responsibility

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at Foothill Boulevard/35th Avenue (Intersection #19) during both weekday AM and PM peak hours which would operate at LOS F under 2035 conditions.			for Trans-18
Impact Trans-45: Plan Buildout would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at Foothill Boulevard/High Street (Intersection #22) during the weekday PM peak hour which would operate at LOS F under 2035 conditions.	Mitigation Measure Trans-45 (Foothill Boulevard/High Street): Implement Mitigation Measure Trans-19.	See schedule for Trans-19	See responsibility for Trans-19
Impact Trans-46: Plan Buildout would degrade the Foothill Boulevard/ Seminary Avenue/Walnut Street (Intersection #23) from LOS E to LOS F, increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the PM peak hour under 2035 conditions.	Mitigation Measure Trans-45 (Foothill Boulevard/ Seminary Avenue/Walnut Street): Implement Mitigation Measure Trans-20.	See schedule for Trans-20	See responsibility for Trans-20
Impact Trans-47: Plan Buildout would degrade intersection operations from LOS D to LOS E during the PM peak hour and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) at the Bancroft Avenue / Havenscourt Boulevard (Intersection #30) under 2035 conditions.	No feasible mitigation measures at Bancroft Avenue / Havenscourt Boulevard		
Impact Trans-48: Plan Buildout would degrade	Mitigation Measure Trans-48 (Bancroft Avenue/73rd Avenue): Implement the	Investigation of	City of Oakland

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<p>intersection operations from LOS D to LOS E during the PM peak hour and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) at the Bancroft Avenue / 73rd Avenue (Intersection #31) under 2035 conditions.</p>	<p>following measures at the Bancroft Avenue/73rd Avenue intersection:</p> <ul style="list-style-type: none"> a) Provide a second left-turn lane on the northbound Bancroft Avenue approach. b) Replace existing 6-foot gutter pans and prohibit parking on both northbound and southbound Bancroft Avenue with 2-foot gutter pans. c) Reconfigure eastbound 73rd Avenue approach to provide one left-turn lane, two through lanes, one bicycle lane, and one right-turn lane. d) Reconfigure westbound 73rd Avenue approach to provide one left-turn lane, one through lane, one shared through/right lane, and one bicycle lane. e) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) f) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. 	<p>the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.</p>	<p>Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>
<p>Impact Trans-49: Plan Buildout would degrade intersection operations from LOS D to LOS E and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the AM peak hour, and contribute to LOS E operations during the PM peak hour and increase the average delay for a critical</p>	<p>No feasible mitigation measures at International Boulevard/Fruitvale Avenue</p>		

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
movement by six or more seconds (Significant Threshold #4 at the International Boulevard/Fruitvale Avenue intersection under 2035 conditions.			
Impact Trans-50: Plan Buildout would contribute to LOS E operations at the International Boulevard/High Street (Intersection #35), increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the PM peak hour under 2035 conditions.	No feasible mitigation measures at International Boulevard/High Street		
Impact Trans-51: Plan Buildout would contribute to LOS E operations at the International Boulevard/Heavenscourt Boulevard (Intersection #38), increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the PM peak hour under 2035 conditions.	No feasible mitigation measures at International Boulevard/Heavenscourt		
Impact Trans-52: Plan Buildout would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) at the East 12th Street/Fruitvale Avenue (Intersection #49) during both weekday AM and PM peak hours which would operate at LOS F under 2035 conditions.	No feasible mitigation measures at East 12th Street/Fruitvale Avenue		
Impact Trans-53: Plan Buildout would degrade	No feasible mitigation measures at San Leandro Street/East 10th Street/Fruitvale		

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
<p>intersection operations from LOS D to LOS E and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) the San Leandro Street/East 10th Street/Fruitvale Avenue (Intersection #54) during the AM peak hour, and increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) during the weekday PM peak hour which would operate at LOS F under 2035 conditions.</p>	<p>Avenue</p>		
<p>Impact Trans-54: Plan Buildout would degrade intersection operations from LOS C during the AM peak hour and LOS D during the PM peak hour to LOS E during both AM and PM peak hours and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) San Leandro Street/High Street (Intersection #55) under 2035 conditions.</p>	<p>No feasible mitigation measures at San Leandro Street/High Street</p>		
<p>Impact Trans-55: Plan Buildout would degrade the San Leandro Street/66th Avenue (Intersection #58) from LOS E to LOS F, increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) during the weekday AM peak hour which would operate at LOS E; the development would also increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) during the weekday</p>	<p>Mitigation Measure Trans-55 (San Leandro Street/66th Avenue): Implement Mitigation Measure Trans-4</p>	<p>See schedule for Trans-4</p>	<p>See responsibility for Trans-4</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
PM peak hour which would operate at LOS F under 2035 Plus Specific Plan Buildout conditions.			
Impact Trans-56: Plan Buildout would degrade intersection operations from LOS C to LOS E and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) the San Leandro Street/Hegenberger Road Off-Ramp/75th Avenue (Intersection #54) during the AM peak hour, and increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) during the weekday PM peak hour which would operate at LOS F under 2035 conditions.	Mitigation Measure Trans-56 (San Leandro Street/ Hegenberger Road Off-Ramp/75th Avenue intersection): Implement Mitigation Measure Trans-26	See schedule for Trans-26	See responsibility for Trans-26
Impact Trans-57: Plan Buildout would degrade intersection operations from LOS D to LOS E and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the PM peak hour at the San Leandro Street/85th Avenue (Intersection #63) under 2035 conditions.	No feasible mitigation measures at San Leandro Street/85th Avenue		
Impact Trans-58: Plan Buildout would degrade intersection operations from LOS D to LOS E and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the PM peak hour at the San Leandro Street/98th Avenue (Intersection #64) under 2035 conditions.	No feasible mitigation measures at San Leandro Street/98th Avenue		
Impact Trans-59: Plan Buildout would cause the increase in average delay of more than 5	Mitigation Measure Trans-59 (San Leandro Boulevard/West Broadmoor Boulevard/Apricot Street /Park Street): Implement Mitigation Measure Trans-27	See schedule for Trans-27	See responsibility

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
seconds on the worst approach for unsignalized intersections that operates at LOS E or F under No Project conditions (Significant Threshold #5 in San Leandro) at the San Leandro Boulevard/West Broadmoor Boulevard/Apricot Street/Park Street (Intersection #66) under 2035 Plus Specific Plan Buildout conditions.			for Trans-27
Impact Trans-60: Plan Buildout would cause the increase in average delay of more than 5 seconds on the worst approach for unsignalized intersections that operates at LOS E or F under No Project conditions (Significant Threshold #5 in San Leandro) at the San Leandro Boulevard/Best Avenue/Park Street (Intersection #66) under 2035 Plus Specific Plan Buildout conditions.	Mitigation Measure Trans-60 (San Leandro Boulevard/Best Avenue/Park Street): Implement Mitigation Measure Trans-5	See schedule for Trans-5	See responsibility for Trans-5
Impact Trans-61: Plan Buildout would increase the total intersection average delay by four seconds or more (Oakland Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Oakland Significant Threshold #4) during the PM peak hour which would operate at LOS E under 2035 Plus Specific Plan Buildout conditions at the San Leandro Boulevard/Davis Street (Intersection #67).	Mitigation Measure Trans-61 (San Leandro Boulevard/Davis Street): Implement Mitigation Measure Trans-29	See schedule for Trans-29	See responsibility for Trans-29
Impact Trans-62: Plan Buildout would cause the San Leandro Boulevard/Marina Boulevard (intersection #69) to degrade from LOS D to LOS E (Significant Threshold #1 in San Leandro) during the PM peak hour under 2035 Plus Specific Plan Buildout conditions. In addition,	Mitigation Measure Trans-62 (San Leandro Boulevard/Marina Boulevard): Implement Mitigation Measure Trans-6	See schedule for Trans-6	See responsibility for Trans-6

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
Plan Buildout would increase the total intersection average delay by four seconds or more (Oakland Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Oakland Significant Threshold #4) during the PM peak hour.			
Impact Trans-63: Plan Buildout would degrade the intersection from LOS E to LOS F, increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4) at the Coliseum Way/I-880 Northbound Ramps/42nd Avenue (Intersection #76) during the weekday AM peak hour under 2035 Plus Specific Plan Buildout conditions.	No feasible mitigation measures at Coliseum Way/I-880 Northbound Ramps/42nd Avenue		
Impact Trans-64: Plan Buildout would contribute to LOS E operations at the Coliseum Way/High Street (Intersection #78) during the AM peak hour and increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4); the development would also increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Significant Threshold #5) during the weekday PM peak hour which would operate at LOS F under 2035 conditions.	Mitigation Measure Trans-64 (Coliseum Way/High Street): Implement Mitigation Measure Trans-31	See schedule for Trans-31	See responsibility for Trans-31
Impact Trans-65: Plan Buildout would degrade	Mitigation Measure Trans-65 (Oakport Street/I-880 Southbound Ramps/High Street):	See schedule for	See

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
the intersection from LOS D to LOS E or LOS F, and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) at the Oakport Street/I-880 Southbound Ramps/High Street (Intersection #79) during both weekday AM and PM peak hours under 2035 Plus Specific Plan Buildout conditions.	Implement Mitigation Measure Trans-32.	Trans-32	responsibility for Trans-32
Impact Trans-66: Plan Buildout would degrade intersection operations from LOS B to LOS F and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the PM peak hour at the Oakport Street/Zhone Way (Intersection #82) under 2035 conditions.	Mitigation Measure Trans-66 (Oakport Street/Zhone Way): Implement the following measures at the Oakport Street/Zhone Way intersection: a) Provide a right-turn lane on the northbound Oakport Street approach. b) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group.	Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented. If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for	City of Oakland Planning and Building Department City of Oakland - Bureau of Building, Zoning Inspection City of Oakland Transportation Services Division

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
		implementation of this mitigation.	
<p>Impact Trans-67: Plan Buildout would degrade intersection operations from LOS D to LOS F and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the AM peak hour at the Hegenberger Road/I-880 Southbound Off-Ramp (Intersection #84) under 2035 conditions.</p>	<p>Mitigation Measure Trans-67 (Hegenberger Road/I-880 Southbound Ramps): Implement the following measures at the Hegenberger Road/I-880 Southbound Ramps intersection:</p> <ul style="list-style-type: none"> a) Restripe the southbound I-880 Off-Ramp approach from two exclusive right turn lanes and two exclusive left-turn lanes to two exclusive right turn lanes, one shared left/right-turn lane, and one exclusive left-turn lane. b) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. 	<p>Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>
<p>Impact Trans-68: Plan Buildout would contribute to LOS F operations at the Fernside Boulevard/Blanding Avenue/Tilden Way</p>	<p>Mitigation Measure Trans-68 (Fernside Boulevard/ Blanding Avenue/Tilden Way): Implement the following measures at the Fernside Boulevard/ Blanding Avenue/Tilden Way intersection:</p>	<p>Investigation of the need for this mitigation shall</p>	<p>City of Oakland Planning and Building</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
(Intersection #91) and increase total intersection volume by three percent or more (City of Alameda Significant Threshold) during the AM peak hour under 2035 conditions. In addition, Plan Buildout would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Oakland Significant Threshold #5) during both weekday AM and PM peak hours which would operate at LOS F under 2035 conditions.	<ul style="list-style-type: none"> a) Add a left-turn on the northbound Fernside Boulevard approach so that the approach would provide one left-turn lane, one through lane and one right-turn lane b) Add a left turn lane to provide on the southbound Blanding Avenue approach so that the approach would provide one left-turn lane, one through lane and one right-turn lane c) Update traffic signal equipment to convert northbound/southbound left-turn operations from split phasing to protected phasing. d) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) e) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. 	<p>be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.</p>	<p>Department City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>
Impact Trans-69: Plan Buildout would degrade operations from LOS E to LOS F at the Fernside Boulevard/ High Street/Gibbons Drive (Intersection #92) and increase total intersection volume by three percent or more (City of Alameda Significant Threshold) during the PM peak hour under 2035 conditions. In addition, Plan Buildout would increase the total intersection V/C ratio by 0.03 or more and	Mitigation Measure Trans-69 (Fernside Boulevard/High Street/Gibbons Drive): Implement Mitigation Measure Trans-8	See schedule for Trans-8	See responsibility for Trans-8

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
increase the V/C ratio for a critical movement by 0.05 or more (Oakland Significant Threshold #5) during the weekday AM peak hour which would operate at LOS F under 2035 conditions, and increase the total intersection average delay by four seconds or more (Oakland Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Oakland Significant Threshold #4) during the PM peak hour.			
Impact Trans-70: Plan Buildout would increase the total intersection average delay by four seconds or more (Oakland Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Oakland Significant Threshold #4) during the AM peak hour which would operate at LOS E under 2035 conditions at the Fernside Boulevard/Otis Drive (Intersection #98).	Mitigation Measure Trans-70 (Fernside Boulevard/Otis Drive): Implement Mitigation Measure Trans-9	See schedule for Trans-9	See responsibility for Trans-9
Impact Trans-71: Plan Buildout would contribute to LOS E operations at the Hegenberger Road/Hegenberger Court/Edgewater Drive (Intersection #100) during the AM peak hour and increase the total intersection average delay by four seconds or more (Significant Threshold #3), and increase the average delay for a critical movement by six or more seconds (Significant Threshold #4); the development would also degrade intersection operations from LOS D to LOS F and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the PM peak hour under 2035 conditions.	Mitigation Measure Trans-71 (Hegenberger Road/ Hegenberger Court/Edgewater Drive): Implement the following measures at the Hegenberger Road/ Hegenberger Court/Edgewater Drive intersection: <ul style="list-style-type: none"> a) Add a right-turn lane on the southbound Edgewater Drive approach b) Restripe the northbound Hegenberger Court approach to provide one left-turn lane, and one shared through/right-turn lane c) Convert traffic operations on the north/south approaches from split phasing to protected phasing. d) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) e) Coordinate the signal timing changes at this intersection with the adjacent 	Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.	City of Oakland Planning and Building Department City of Oakland - Bureau of Building, Zoning Inspection City of Oakland Transportation Services Division

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
	intersections that are in the same signal coordination group.	If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.	
Impact Trans-72: Plan Buildout would degrade intersection operations from LOS D to LOS E and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the PM peak hour at the Airport Access Road/Pardee Drive/Hegenberger Road (Intersection #101) under 2035 conditions.	<p>Mitigation Measure Trans-72 (Airport Access Road/Pardee Drive/Hegenberger Road): Implement the following measures at the Airport Access Road/Pardee Drive/Hegenberger Road intersection:</p> <ul style="list-style-type: none"> a) Convert left-turn operations on the north/south approaches from permitted phasing to protected phasing. b) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. 	<p>Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor will submit Plans,</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
		Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.	
Impact Trans-73: Plan Buildout would degrade intersection operations from LOS D to LOSE and increase total intersection average vehicle delay by four or more seconds (Significant Threshold #1) during the PM peak hour at the Airport Access Road/98th Avenue (Intersection #102) under 2035 conditions.	No feasible mitigation measures at Airport Access Road/98th Avenue		
Impact Trans-74: Plan Buildout would increase the total intersection V/C ratio by 0.03 or more and increase the V/C ratio for a critical movement by 0.05 or more (Oakland Significant Threshold #5) during the weekday AM peak hour which would operate at LOS F under 2035 conditions at the Island Drive/Otis Drive/Doolittle Drive (Intersection #103).	<p>Mitigation Measure Trans-74 (Island Drive/Otis Drive/Doolittle Drive): Implement the following measures at the Island Drive/Otis Drive/Doolittle Drive intersection:</p> <ul style="list-style-type: none"> a) Add a left-turn lane to the westbound Doolittle Drive approach so the approach would provide two left-turn lanes and two through lanes. b) Optimize signal timing (i.e., changing the amount of green time assigned to each lane of traffic approaching the intersection) c) Coordinate the signal timing changes at this intersection with the adjacent intersections that are in the same signal coordination group. 	<p>Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
		Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.	
<p>Freeway and Regional Roadway Impacts:</p> <p>Impact Trans-75: The proposed Coliseum District development would degrade from LOS E or better to LOS F (Significant Threshold #7), or increase the freeway volume by three percent more, for the following freeway segments operating at LOS F (Significant Threshold #8):</p> <ol style="list-style-type: none"> 1 Weave section on northbound I-880 from 98th Avenue to Hegenberger Road during the PM peak hour under 2035 conditions. 2 Diverge section on southbound I-880 at 42nd Avenue/High Street Off-Ramp during the PM peak hour under 2035 conditions. 3 Merge section on southbound I-880 at eastbound 98th Avenue On-Ramp during the PM peak hour under 2035 conditions. 4 Diverge section on southbound I-880 at Davis Street Off-Ramp during the PM peak hour under 2035 conditions. 	No feasible mitigation measures are available		
<p>Impact Trans-76: The proposed Coliseum District development would degrade from LOS E or</p>	<p>Mitigation Measure Trans-76 (Regional Roadways): Implement Mitigation Measures Trans-4, Trans-26, Trans-67, Trans-71, and Trans-72.</p>	See schedule for Trans-4, 26, 67,	See responsibility

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<p>better to LOS F (Significant Threshold #7) or increase the V/C ratio by 0.03 or more for segments operating at LOS F (Significant Threshold #8) on the following CMP or MTS roadway segments:</p> <ol style="list-style-type: none"> 1 Northbound I-880 from Marina Boulevard to Hegenberger Road and from High Street to 29th Avenue in 2020 and from Marina Boulevard to 66th Avenue and from High Street to 29th Avenue in 2035. 2 Southbound I-880 from 29th Avenue to 66th Avenue in 2020, and from 29th Avenue to High Street in 2035. 3 Eastbound Hegenberger Road from I-880 Southbound Off-Ramp to Coliseum Way/ Edes Avenue in 2020, and from I-880 Southbound Off-Ramp to Coliseum Way/Edes Avenue and from San Leandro Street to International Boulevard in 2035. 4 Westbound Hegenberger Road from I-880 Southbound Off-Ramp to Doolittle Drive in 2035. 5 Northbound San Leandro Street from 73rd Avenue to Seminary Avenue and from 50th Avenue to High Street in 2020, and from 81st Avenue to High Street in 2035. 6 Southbound San Leandro Street from Seminary Avenue to 73rd Avenue in 2020 and 2035. 7 Northbound International Boulevard from 73rd Avenue to Heavenscourt Boulevard in 		71, 72	for Trans-4, 26, 67, 71, 72

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
<p>2020 and 2035.</p> <p>8 Southbound International Boulevard from 42nd Avenue to High Street and from 66th Avenue to Heavenscourt Boulevard in 2020, and from 23rd Avenue to Fruitvale Avenue in 2035.</p> <p>9 Eastbound 98th Avenue between Edes Avenue and San Leandro Street in 2035.</p>			
<p>Impact Trans-77: Development under Plan Buildout would degrade from LOS E or better to LOS F (Significant Threshold #7), or increase the freeway volume by three percent more, for freeway segments operating at LOS F (Significant Threshold #8) on the following freeway segments:</p> <ol style="list-style-type: none"> 1. Weave section on northbound I-880 from 98th Avenue to Hegenberger Road during both AM and PM peak hours under 2035 conditions. 2. Weave section on northbound I-880 from Hegenberger Road to 66th Avenue during the PM peak hour under 2035 conditions. 3. Weave section on northbound I-880 from 66th Avenue to High Street during the PM peak hour under 2035 conditions. 4. Basic section on southbound I-880 north of High Street during the AM peak hour under 2035 conditions. 5. Diverge section on southbound I-880 at 42nd Avenue/High Street Off-Ramp during 	<p>No feasible mitigation measures are available</p>		

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<p>both AM and PM peak hour under 2035 conditions.</p> <p>6. Merge section on southbound I-880 at High Street/Oakport Avenue On-Ramp during both AM and PM peak hours under 2035 conditions.</p> <p>7. Diverge section on southbound I-880 at 66th Avenue Off-Ramp during both AM and PM peak hour under 2035 conditions.</p> <p>8. Weave section on southbound I-880 from Hegenberger Road to 98th Avenue during both AM and PM peak hours under 2035 conditions.</p> <p>9. Merge section on southbound I-880 at eastbound 98th Avenue On-Ramp during the PM peak hour under 2035 conditions.</p> <p>10. Basic section on southbound I-880 between 98th Avenue and Davis Street during the PM peak hour under 2035 conditions.</p> <p>11. Diverge section on southbound I-880 at Davis Street Off-Ramp during the PM peak hour under 2035 conditions.</p>			
<p>Impact Trans-78: The development under the Specific Plan would degrade from LOS E or better to LOS F (Significant Threshold #7) or increase the V/C ratio by 0.03 or more for segments operating at LOS F (Significant Threshold #8) on the following CMP or MTS roadway segments:</p> <p>1. Eastbound I-580 between Keller Avenue and</p>	<p>Mitigation Measure Trans-76 (Regional Roadways): Implement Mitigation Measures Trans-4, Trans-26, Trans-67, Trans 48, Trans-71, and Trans-72.</p>	<p>See schedule for Trans-4, 26, 67, 48, 71, 72</p>	<p>See responsibility for Trans-4, 26, 67, 48, 71, 72</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
<p>Golf Links Road in 2020.</p> <p>2. Northbound I-880 from Marina Boulevard to 29th Avenue in 2020 and 2035.</p> <p>3. Southbound I-880 from 29th Avenue to Hegenberger Road and from 98th Avenue to Davis Street in 2020 and 2035.</p> <p>4. Northbound Doolittle Drive (SR 61) from Davis Street to Harbor Bay Parkway in 2020 and 2035.</p> <p>5. Southbound Doolittle Drive (SR 61) from Airport Drive to Davis Street in 2020 and from Hegenberger Road to Davis Street in 2035.</p> <p>6. Eastbound Hegenberger Road from Airport Access Drive to Coliseum Way/Edes Avenue in 2020, and from Airport Access Drive to Coliseum Way/Edes Avenue and from San Leandro Street to Bancroft Avenue in 2035.</p> <p>7. Westbound Hegenberger Road from Edgewater Drive to Airport Access Drive in 2020, and from I-880 Southbound Off-Ramp to Doolittle Drive in 2035.</p> <p>8. Northbound San Leandro Street from 81st Avenue to Fruitvale Avenue in 2020, and from 85th Avenue to Fruitvale Avenue in 2035.</p> <p>9. Southbound San Leandro Street from Fruitvale Avenue to 73rd Avenue in 2020 and 2035.</p> <p>10. Northbound International Boulevard from</p>			

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures / Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
<p>73rd Avenue to Heavenscourt Boulevard and from Fruitvale Avenue to 23rd Avenue in 2020, and from 73rd Avenue to Heavenscourt Boulevard, Seminary Avenue to High Street, and from 42nd Avenue to Fruitvale Avenue in 2035.</p> <p>11. Southbound International Boulevard from 42nd Avenue to 73rd Avenue and from Davis Street to Estudillo Avenue in 2020, and from 23rd Avenue to Fruitvale Avenue, from High Street to 73rd Avenue, and from Davis Street to Estudillo Avenue, in 2035.</p> <p>12. Eastbound 98th Avenue between Edes Avenue and San Leandro Street in 2035.</p> <p>13. Westbound 98th Avenue between I-880 Northbound Ramps and Airport Access Drive in 2035.</p>			
<p>Special Events Impact</p> <p>Impact Trans-80: Special events at the new sports venues may result in significant impacts on event days</p>	<p>SCA Trans-3: Parking and Transportation Demand Management</p> <p>Mitigation Measure Trans-81: Implement an Event Traffic Management Plan through the TPMA to reduce the automobile trips generated by special events and better manage the traffic traveling to and from the site. The Event Traffic Management Plan shall consider the following strategies:</p> <ul style="list-style-type: none"> a) Develop plans for roadway closures and manual control of traffic by police officers during peak congestion periods before and after the games. b) Develop way-finding plan with changeable message signs on freeways and surrounding major streets to direct patrons to available parking facilities. c) Collaborate with transit providers in the area (AC Transit, BART, Amtrak) to expand transit service for special events. d) Develop Promotional material for special events that encourage the use of transit, carpooling and other non-automobile travel modes. 	<p>MM 81 and SCA Trans-3: Prior to issuance of a final inspection of the building permit</p> <p>Implementation: Ongoing e.g. submittal of additional approved TDM reports as needed per approved TDM plan</p>	<p>MM 81 and SCA Trans-3: City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Public Works Department, Traffic Services</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring:	
		Schedule	Responsibility
	<ul style="list-style-type: none"> e) Consistent with SCA Trans-3, develop a Parking and Transportation Demand Management Program to encourage employees and spectators for special events to use non-automobile travel modes and reduce the automobile trips and parking demand of special events. f) Bundle parking pricing into the ticket price to maximize efficiencies at parking entrances. g) Coordinate parking management within the Project Area to maximize the use of available parking spaces during special events. h) Operate buses between the Project Area and major transit destinations such as West Oakland BART or East Bay BRT during weekday evening coliseum events and consider them when events overlap at the ballpark and arena i) <u>Provide pre-paid and discounted transit passes with all event tickets to encourage transit use.</u> j) <u>Offer valet bicycle parking on event days.</u> k) <u>Study possible applications of parking and road congestion pricing plans to discourage driving to events.</u> 		Division
<p>Impact Trans-81: Development under the proposed Project would not directly or indirectly cause or expose roadway users (e.g., motorists, pedestrians, bus riders, bicyclists) to a permanent and substantial transportation hazard due to a new or existing physical design feature or incompatible uses (Significance Threshold #10).</p>	<p>SCA Trans-1, Improvements in the Public Right-of-Way (General), and SCA Trans-2, Improvements in the Public Right-of-Way (Specific)</p> <p>Mitigation Measure Trans-81: Reconfigure E Street so that it curves along the alignment of F Street intersecting Loop Road opposite the access to the collector-distributor road. Alternatively, E Street could be redirected at F Street through the surface parking and connect to Hegenberger Road opposite Baldwin Street.</p>	Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
		If investigations show this mitigation is required, the Project Sponsor will submit Plans, Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.	
<p>Impact Trans-85: Development under the proposed Project would generate substantial multi-modal traffic traveling across at-grade railroad crossings that cause or expose roadway users (e.g., motorists, pedestrians, bus riders, bicyclists) to a permanent and substantial transportation hazard (Significance Threshold #14).</p>	<p>SCA Trans-5: Railroad Crossings</p> <p>Mitigation Measure Trans-85A: Implement the following specific improvements:</p> <ul style="list-style-type: none"> a) 66th Avenue (west): bring sidewalks into ADA compliance including detectable surface, smooth path of travel, and wider sidewalks. Consider replacing median curb and delineators with a raised median (requires road diet from four to three lanes between Coliseum Way and San Leandro Street. b) 66th Avenue/San Leandro Street: Add W10-1 signs (railroad crossing warning sign) to 66th Avenue approaching the railroad crossing and W10-2 signs (parallel railroad crossing at an intersection warning sign) on San Leandro Street. Consider vertical delineation on centerline of 66th Avenue approaching the railroad crossing. c) 69th Avenue/San Leandro Street: Add W10-2 signs on San Leandro Street and consider vertical delineation on centerline of 69th Avenue approaching the railroad crossing. d) 75th Avenue/San Leandro Street /Snell Street: Add W10-1 signs to 75th Avenue and add W10-2 signs on San Leandro Street and Snell Street. Bring sidewalks into ADA compliance including detectable surface, smooth path of travel, and curb ramps and install a sidewalk on the south side of 75th Avenue. Consider vertical delineators on centerline of 75th Avenue approaching the railroad crossing. Consider removing the 	<p>Investigation of the need for this mitigation shall be studied by subsequent projects and submitted for review and approval to the City of Oakland until the mitigation measure is implemented.</p> <p>If investigations show this mitigation is required, the Project Sponsor will submit Plans,</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p> <p>City of Oakland Transportation Services Division</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
	<p>pork-chop island and bringing southbound right-turns through the intersection and relocate the crossing arm to preserve sight distance for westbound traffic.</p> <p>e) Any proposed improvements must be coordinated with California Public Utility Commission (CPUC) and affected railroads and all necessary permits/approvals obtained, including a GO 88-B Request (Authorization to Alter Highway Rail Crossings).</p> <p>Mitigation Measure Trans-85B: Pedestrian Safety along Rail Lines. All new development adjacent to the Niles Line (located west of San Leandro Street and used by both Amtrak and freight trains), and adjacent to the Canyon Sub-Line (located east of San Leandro Street and primarily used by freight trains) shall incorporate safety fencing along the edge of the rail right-of-way to prevent trespass, and preferably shall provide an additional open space buffer including a pedestrian/bicycle trail on the inside edge of the fence line separating the development from hazardous rail activity.</p>	Specifications, and Estimates (PS&E) for review and approval by the City for implementation of this mitigation.	
<p>Impact Trans-87: Development under the proposed Project would result in a substantial, though temporary adverse effect on the circulation system during construction of the Project. (Significance Threshold #16).</p>	<p>SCA Trans-4: Construction Traffic Management Plan</p> <p>To further implement SCA Trans-4, the Construction Traffic Management Plan developed for a project shall also include the following:</p> <p>a) A set of comprehensive traffic control measures for motor vehicles, transit, bicycle, and pedestrian access and circulation during each phase of construction.</p> <p>b) A construction period parking management plan to ensure that parking demands for construction workers, site employees, and customers are accommodated during each phase of construction.</p>	Prior to the issuance of a demolition, grading or building permit.	<p>Planning and Building Department, the Bureau of Building</p> <p>Transportation Services Division</p>
<p>Impact Trans-88: Development under the proposed Project could result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.</p>	See Mitigation Measures Land-8A and Land-8B	See schedule for Land-8A and 8B	See responsibility for Land-8A and 8B
Utilities and Public Services			
<p>Impact Util-1A: The water demand generated by</p>	SCA Util-3: Compliance with the Green Building Ordinance, OMC Chapter 18.02,	SCA Util-3 and 4:	SCA Util-3 and

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
<p>new development within the Coliseum Site will increase the average daily water demand over existing levels, but would not exceed water supplies currently available from existing entitlements and resources.</p> <p>Impact Util-1B: The water demand generated by new development pursuant to Plan Buildout (including the Coliseum District) will increase the average daily water demand over existing levels, but will not exceed water supplies projected to be available from existing entitlements and resources.</p>	<p>SCA Util-4: Compliance with the Green Building Ordinance, OMC Chapter 18.02, for Building and Landscape Projects Using the StopWaste.Org Small Commercial or Bay Friendly Basic Landscape Checklist</p> <p>All construction activity on-site, including construction of new water distribution lines, would be required to comply with City of Oakland standard conditions of approval regarding construction noise (SCA Noise-1 and SCA Noise-2), air quality and dust suppression (SCA Air-1 and SCA Air-2), erosion control (SCA Geo-1) and temporary construction traffic controls (SCA Trans-1)</p>	<p>Prior to issuance of a demolition, grading, or building permit.</p>	<p>4: City of Oakland, Bureau of Building</p>
<p>Impact Util-2A: New development within the Coliseum Site would not exceed the wastewater treatment requirements of the San Francisco Regional Water Quality Control Board or result in a determination that new or expanded wastewater treatment facilities would be required.</p> <p>Impact Util-2B: New development pursuant to Plan Buildout, including the Coliseum District, would not exceed the wastewater treatment requirements of the San Francisco Regional Water Quality Control Board or result in a determination that new or expanded wastewater treatment facilities would be required.</p>	<p>SCA Util-2: Stormwater and Sewer</p> <p>All construction activity on-site, including construction of new sewer laterals, would be required to comply with City of Oakland Standard Conditions of Approval regarding construction noise (SCA Noise-1 and SCA Noise-2), air quality and dust suppression (SCA Air-1 and SCA Air-2), erosion control (SCA Geo-1) and temporary construction traffic controls (SCA Trans-1)</p>	<p>Prior to issuance of a demolition, grading, or building permit.</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p>
<p>Impact Util-3A: New development at the Coliseum Site would require construction of new stormwater drainage facilities and the potential expansion of existing facilities, the construction of which could cause significant environmental</p>	<p>SCA Hydro-6: Post-Construction Stormwater Pollution Prevention Plans</p> <p>SCA Util-2: Stormwater and Sewer</p> <p>As with all construction activity on-site, construction of new storm drainage improvements would be required to comply with City of Oakland Standard Conditions of</p>	<p>SCA Hydro-6 and SCA Util-2: Prior to and ongoing throughout demolition,</p>	<p>SCA Hydro-6 and SCA Util-2: City of Oakland Planning and Building</p>

**Table 2-1: Summary of Project Impacts, Standard Conditions of Approval, Mitigation Measures and Residual Impacts:
Coliseum Area Specific Plan**

Potential Environmental Impacts	Mitigation Measures/ Standard Conditions of Approval (SCA)	Mitigation Implementation/ Monitoring	
		Schedule	Responsibility
<p>effects.</p> <p>Impact Util-3B: New development pursuant to Plan Buildout would require construction of new stormwater drainage facilities and the potential expansion of existing facilities, the construction of which could cause significant environmental effects.</p>	<p>Approval regarding construction noise (SCA Noise-1 and SCA Noise-2), air quality and dust suppression (SCA Air-1 and SCA Air-2), erosion control (SCA Geo-1) and temporary construction traffic controls (SCA Trans-1)</p>	<p>grading, and/or construction activities</p>	<p>Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspection</p>
<p>Impact Util-4: Future development pursuant to the Specific Plan (at the Coliseum Site and pursuant to Plan Buildout) would not violate applicable federal, state, and local statutes or regulations related to solid waste; nor would it generate solid waste that would exceed the permitted capacity of the landfills serving the area.</p>	<p>SCA Util-1: Waste Reduction and Recycling</p>	<p>Prior to issuance of a construction-related permit and ongoing as specified.</p>	<p>City of Oakland Planning and Building Department</p> <p>City of Oakland - Bureau of Building, Zoning Inspections</p> <p>City of Oakland, Public Works, Environmental Services</p>
<p>Impact Util-5: New development resulting from implementation of the specific Plan (both at the Coliseum Site and pursuant to Plan Buildout) would not violate applicable federal, state and local statutes and regulations relating to energy standards; nor result in a determination by the energy provider which serves or may serve the area that it does not have adequate capacity to serve projected demand in addition to the providers' existing commitments and require or result in construction of new energy facilities or expansion of existing facilities.</p>	<p>SCA Util-3: Compliance with the Green Building Ordinance, OMC Chapter 18.02,</p> <p>SCA Util-4: Compliance with the Green Building Ordinance, OMC Chapter 18.02, for Building and Landscape Projects Using the StopWaste.Org Small Commercial or Bay Friendly Basic Landscape Checklist</p>	<p>SCA Util-3 and 4: Prior to issuance of a demolition, grading, or building permit.</p>	<p>SCA Util-3 and 4: City of Oakland, Bureau of Building</p>

Coliseum Area Specific Plan and Related Actions Adoption Findings

In addition to the California Environmental Quality Act (CEQA) findings, there are additional findings which the Commission must make in recommending the *Coliseum Area Specific Plan (Coliseum Plan)* and Related Actions to the City Council, as detailed below.

The City Planning Commission recommends the City Council find and determine:

1. The Coliseum Area Specific Plan is consistent with Policy A3 of the Land Use and Transportation Element (LUTE) of the Oakland General Plan: "Develop General Plan amendment cycles and related procedures." Specifically:
 - a. Policy A3 of the General Plan LUTE states that the City will amend its General Plan, up to four times per year per mandatory element, subject to specific findings including: a) how the amendment advances Plan implementation; b) how it is consistent with the policies in the Element; c) any inconsistencies that would need to be reconciled; and d) examination of citywide impacts to determine if the amendment is contrary to achievement of citywide goals. As detailed below, the General Plan amendments proposed by the Coliseum Plan advance Policy A3 of the General Plan LUTE by amending the General Plan to be consistent with the Coliseum Plan Area.
 - b. The *Coliseum Plan* and associated General Plan text and map amendments and zoning regulations (Related Actions) are consistent with and further advance the Oakland *General Plan* including the *LUTE*. By way of example and not by limitation, the following summary lists major goals and policies of the *LUTE* and discusses how the *Coliseum Plan* and Related Actions are consistent with these goals and policies:
 - As discussed in Chapter 4.9 of the Coliseum Plan EIR (hereby incorporated by reference throughout these findings, as if fully set forth herein), the Coliseum Plan is consistent with the General Plan (LUTE) "Showcase Districts" objectives and policies. The LUTE defines a Showcase District as a dynamic area of regional importance in the City of Oakland targeted for continued growth. These places contain the facilities, transportation system, communication network and infrastructure to support far-reaching economic activities. The Coliseum Plan Area falls within the "Coliseum Area Showcase", and the "Airport/Gateway Showcase" in the LUTE. The "Coliseum Showcase" should promote expanded job generation and retail opportunities along the I-880 corridor, enhance regional entertainment and recreation activities already established in the area, while promoting revitalization of key industrial/manufacturing land and facilities. The "Airport/Gateway Showcase" capitalizes on the economic benefits of Oakland International Airport, and jobs created by its growth, devoted to the safe and efficient movement of people and cargo, through distribution businesses. The LUTE designates the Hegenberger Road frontage for regional commercial uses to capture the potential of the corridor to serve as an attractive gateway to the City. The Coliseum Plan fulfills the intent of the LUTE to meet the objectives and policies of the "Showcase District" strategy.

- As discussed in Chapter 4.9 of the Coliseum EIR, the General Plan LUTE sets forth a Policy Framework in five focus areas: Industry and Commerce, Transportation and Transit-Oriented Development and Neighborhoods. The LUTE also identifies a strategy objective of growth and change for most of the Coliseum Plan area.
 - Industry and Commerce: The Coliseum Plan is consistent with the General Plan (LUTE) policies and objectives for industry and commerce: to provide expanded retail and employment training opportunities, and promote the use of industrial and commercial land. The General Plan's existing policy directions on industry and commerce would apply to future development under the Coliseum Plan, including, but not limited to: Policies I/C 1.1, 1.2, 1.3, 1.4, 1.8, 1.9, 1.10, 2.3, 3.1, 3.3, 4.1, 4.2.
 - Coliseum/Airport Transit-Oriented Development (TOD): The Coliseum Plan is consistent with the General Plan (LUTE) policies and objectives for Transit Oriented Development. The LUTE proposes that transit districts near BART stations consist of mixed-use developments in a pedestrian-oriented setting. These communities would house a variety of commercial and residential uses, have structured parking, encourage both day and night activities, provide additional public space, and strengthen surrounding neighborhoods. The Coliseum Plan maximizes the proximity to Coliseum BART, and fulfills the LUTE policy direction for the Coliseum/Airport TOD. The General Plan's existing policy directions on transportation and TOD would apply to future development under the Specific Plan, including, but not limited to: Policies T1.2, T1.4, T2.1, T2.2, T2.3, T2.4, T2.5, T3.5, T3.6, T4.1, T6.2, T6.3, as noted in Chapter 4.9 of the EIR.
 - The Coliseum Plan is consistent with the General Plan (LUTE) policies and objectives for neighborhoods, to ensure compatible development in terms of density, scale, design and existing or desired character of surrounding development; and to recognize and support the identification of distinct neighborhoods. The General Plan's existing policy directions on compatible land uses would apply to future development under the Specific Plan, including, but not limited to policies: N1.1, 1.2, 1.4, 1.5, 1.7, 3.1, 3.2, 3.5, 3.8, 3.10, 4.9, 5.2, 5.3, 6.1, 6.2, 7.4, 8.1, 8.2, 9.7, 10.1, and 11.6, 12.4.

The *Coliseum Plan* includes goals, policies and actions that promote the transformation of the Plan Area into an attractive, regional retail destination and a "complete" mixed-use neighborhood with higher density development that is walkable, bikeable and transit-friendly. The proposed General Plan and Planning Code amendments, applicable Standard Conditions of Approval and CEQA mitigation measures serve to implement the *Coliseum Plan's* goals, policies and actions by creating a regulatory framework that incentivizes new sports and entertainment facilities, higher-density residential development, new office and retail development at the Coliseum, and the surrounding Plan Area.

2. The Coliseum Plan and Related Actions are consistent with, and further advance the Oakland General Plan including the LUTE (as described above), Open Space, Conservation and Recreation (OSCAR), Historic Preservation, Safety, and Housing Elements, as well as the Bicycle and Pedestrian Master Plans. By way of example and not by limitation, the following summary lists the major goals

and policies of these elements of the General Plan, and discusses how the Coliseum Plan and Related Actions are consistent with these goals and policies.

- a. The Coliseum Plan is consistent with the Oakland Bicycle Master Plan Update (2007) policies and actions for the provision of developing and improving Oakland's bikeway network; addressing bicycle safety and access in the design and maintenance of all streets; improving bicycle access to transit, bicycle parking at transit facilities, and bicycle access on transit vehicles. Chapter 5 (Transportation) of the Coliseum Plan, the proposed Planning Code amendments, as well as the applicable Standard Conditions of Approval and CEQA mitigation measures for the Plan include goals and policies and standards that support completing the bicycle network as envisioned in the Bicycle Master Plan and providing enhanced bicycle facilities and bicycle parking. The Coliseum Plan would be consistent with the Bicycle Master Plan policies 1A, 1B, 1C and 1D, and also with the LUTE policies T3.5, T3.6, T3.7 and T4.1.
- b. The Coliseum Plan is consistent with the actions and policies of the Oakland Pedestrian Master Plan (2002), for crossing safety, traffic signals, sidewalk safety, route network, safe routes to transit, and land use; and also with the designation in the Oakland Pedestrian Route Network of Hegenberger Road and San Leandro Street as a "City Route", and 66th Avenue as a "District Route." Chapter 5 (Transportation) of the Coliseum Plan, the proposed Planning Code amendments, as well as the applicable Standard Conditions of Approval and CEQA mitigation measures for the Plan include goals and policies and standards that support and improve the pedestrian environment, inside the 800 acre Coliseum Plan Area, as well as on adjoining streets (e.g. crosswalks, wider sidewalks, bulbouts, pedestrian-scaled lighting and other streetscape amenities). The Coliseum Plan would be consistent with the Pedestrian Master Plan policies 1.1, 1.2, 1.3, 2.1, 2.3 and 3.2; and also with the LUTE policies T3.5, T3.6, T3.7 and T4.1.
- c. The Coliseum Plan is consistent with the actions and policies of the Open Space Conservation and Recreation (OSCAR) Element of the General Plan, in the promotion and preservation and good design of open space, and the protection of natural resources to improve aesthetic quality in Oakland. The Plan is consistent with The OSCAR policies, objectives and actions to: protect open space; to eliminate blighted vacant lots; make gateway improvements; protect views; minimize adverse visual impacts, enhance Oakland's underutilized visual resources; create new civic open space; "green" Oakland's streets with tree planting; encourage land use patterns which promote air quality; to support coordinated Transportation Systems; to provide transportation systems management; to design development to minimize air quality impacts; to control dust emissions; to meet level of service standards¹; to consider a range of factors when locating new parks or recreational facilities; and to use safety-oriented design. Applicable OSCAR-related policies, include, but are not limited to: CO-7.4; OS-4.4, OS-9.3; OS-10.1; OS-10.2; OS-10.3; OS-11.2; OS-11.3; OS-11.4; OS-12.1; OS-

¹ Although the City has remained short of its stated goal of 4.0 acres of local-serving parkland per 1,000 residents standard since 1994, the City nevertheless exceeds the overall parkland standard of 10 total acres per 1,000 residents. The City exceeded this standard in 2012, with 15.2 acres of parkland per 1,000 residents.

12.2; OS-12.3; OS-12.4; OS-12.5; OS-12.6; OS-12.7; and also with LUTE policies N.12.1; N.12.2; N.12.5; and FI-2. These policies are listed in the Coliseum DEIR, chapters 4.1, 4.2, 4.13 (hereby incorporated by reference throughout these findings, as if fully set forth herein). Chapter 4 Community Design, of the Plan include goals and policies which support the OSCAR policies above. In addition, the applicable Standard Conditions of Approval and CEQA mitigation measures for the Coliseum Plan also support the OSCAR policies referenced above.

- d. The Coliseum Plan is consistent with the policies of the Safety Element of the General Plan to reduce seismic hazards and hazards from seismically triggered phenomena; to reduce landslide and erosion hazards; to minimize seismically-related structural hazards from new and existing buildings; reduce potential damage from earthquakes to “lifeline” utility and transportation systems; to minimize the potential risks from hazardous materials; and to reduce the risks of storm-induced flooding. Applicable Safety Element policies include, but are not limited to, GE-1, GE-2, GE-3, GE-4, FL-1, FL-2, and FL-4. , These policies are listed in the Coliseum DEIR, chapters 4.5 and 4.8 (hereby incorporated by reference throughout these findings, as if fully set forth herein). Chapter 6 Public Services and Infrastructure of the Coliseum Plan, and the and the applicable Standard Conditions of Approval and CEQA mitigation measures for the Coliseum Plan include goals and policies and requirements that support the Safety Element policies referenced above.
- e. The Coliseum plan is consistent with the goals and policies of the Housing Element²: to meet Oakland’s regional housing needs (RHNA); to expand local funding sources for affordable housing (through the Jobs/Housing Impact Fee); to use flexible zoning standards (planned unit developments and parking); employ sustainable residential development programs; minimize energy consumption and other sustainable building practices. Chapter 3 Land Use of the Coliseum Plan, and Chapter 7 Implementation as well as the proposed Planning Code amendments include goals and policies and strategies to support and incentivize the provision of affordable housing in and around the Coliseum Plan Area. Applicable Housing Element policies include, but are not limited to: 1.7; 2.8.2, 3.2, 7.1, 7.2, 7.3, and 7.4. These policies are listed in the Coliseum DEIR, chapters 4.9 and 4.11 (hereby incorporated by reference throughout these findings, as if fully set forth herein).
- f. The Coliseum Plan is consistent with the goals and policies of the Historic Preservation Element (HPE), with application of the required mitigations and standard conditions of approval, and demolition findings described in the EIR. The Plan is consistent with the HPE’s policies: to avoid or minimize adverse historic preservation impacts related to discretionary city actions; to preserve City-owned properties; to use discretionary permit approvals with the demolition of historic resources; and to use special measures for discretionary projects involving ground disturbances located in archaeologically sensitive areas. Chapter 4 Land Use of the Coliseum Plan, as well as the proposed Planning Code amendments, include goals and policies and standards to preserve and

² 2007-2014 Oakland Housing Element was used during the production of the Coliseum Draft EIR, because the 2015-2023 Housing Element had not yet been adopted (adopted in December, 2014).

enhance existing buildings, including those that are not deemed to be a historic resource under CEQA. In addition, the applicable Standard Conditions of Approval and CEQA mitigation measures for the Coliseum Plan also support the HPE policies referenced below. The Coliseum Plan implements the Historic Preservation Element policies, including, but not limited to: 3.1, 3.2, 3.4, 3.5, 3.7, 3.8 and 4.1, as listed in Chapter 4.4 of the Coliseum Draft EIR.

3. There are no inconsistencies between the Coliseum Plan and the Oakland General Plan which need to be reconciled, and the Coliseum Plan is consistent with, and will further advance, achievement of citywide goals, as detailed herein and in the March 24, 2015 Agenda Report to the Community and Economic Development Committee of the City Council.
4. The Coliseum Plan and Related Actions are consistent with and further advance other related plans, including the *Coliseum Redevelopment Project Area Five Year Implementation Plan*, and the *Energy and Climate Action Plan*. By way of example and not by limitation, the following summary lists the major goals and policies the above-mentioned plans and discusses how the Coliseum Plan is consistent with them.
 - a. The *Coliseum Redevelopment Plan Area* included goals related eliminate blighting influences and correcting environmental deficiencies; assembling land into parcels for sustainable, integrated development with improved pedestrian and vehicular circulation; and re-plan, redesign and develop undeveloped areas which are economically stagnant or improperly utilized, improve transportation, public facilities and infrastructure in residential, commercial and industrial areas. These goals are listed in Chapter 4.9 of the Coliseum Plan Draft EIR.
 - b. The *Energy and Climate Action Plan* includes Priority Actions that apply to improving transportation and land use integration and promoting alternative energy use and green building, as well as adapting to sea-level rise. Applicable "Priority Actions" include, but are not limited to AD-1, AD-2, AD-6. These Priority Actions are listed in Chapter 4.8 of the Coliseum Plan Draft EIR.

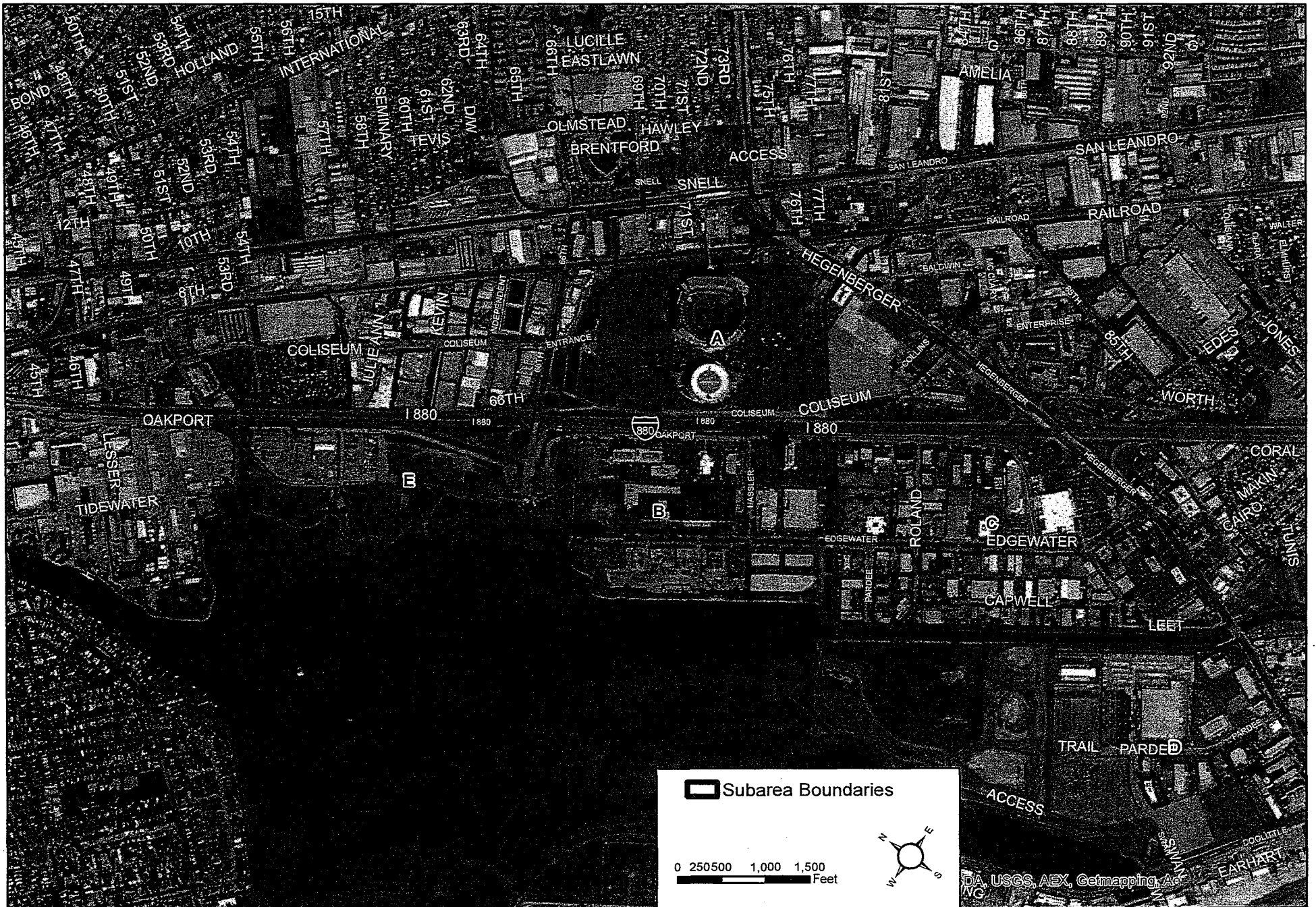
The Coliseum Plan and Related Actions provides a vision, policies, goals, actions and regulations to transform the Coliseum district, the Coliseum BART parking lots, and the Oakland Airport Business Park into a sports and entertainment district, a high-density transit-oriented development area, and a job growth center for the City and the Bay Area, consistent with the goals of the Coliseum Redevelopment Plan. Chapters 4 Community Design and 7 Implementation, and the applicable Standard Conditions of Approval and CEQA mitigation measures for the Coliseum Plan include goals, policies and requirements that are consistent with the ECAP's Priority Actions, regarding transportation and land use integration and promoting alternative energy use and green building, as well as adapting to sea level rise.

5. Adoption of the *Coliseum Plan* meets the provisions of California Government Code Section 65351 et. seq., specifically:

- a. The City provided “opportunities for the involvement of citizens, California Native American Indian tribes, public agencies, public utility companies, and civic, education, and other community groups, through public hearings and at public workshops” (Government Code section 65351). Specifically, 7 community workshops were held between April, 2014 and February, 2015; the *Draft Coliseum Plan* was presented to the Landmarks Preservation Advisory Board, the Parks and Recreation Advisory Commission and the Bicyclist and Pedestrian Advisory Commission in September, 2014, as well as the Port Board of Commissioners; and to the Planning Commission on October 1, 2014. The Plan was revised based on public comment, and released in a final draft on January 30, 2015; proposed zoning was reviewed at the Zoning Update Committee in January, 2015; the Landmarks Preservation Advisory Board held two hearings to consider adoption of the Plan in February 2015, and the Planning Commission held three hearings to consider adoption and certification of the EIR in February and March, 2015.
 - b. In addition to providing newspaper notice in the *Oakland Tribune* of various public hearings, the City also provided notice of hearings in compliance with Government Code Section 65352 through: (1) the April 19, 2013, Notice of Preparation of the Environmental Impact Report; (2) the August 22, 2014 Notice of Availability/Notice of Release of the Draft EIR and Draft Coliseum Plan and Related Actions; and (3) the February 20, 2015 Notice of Availability/Notice of Release of the Final EIR and public hearings to consider adoption of the Coliseum Plan and Related Actions, which were sent to:
 - The neighboring cities of Alameda, Berkeley, Emeryville, Piedmont, San Francisco, San Leandro; the County of Alameda; the County of San Francisco; the Port of Oakland;
 - The Oakland Unified School District;
 - The Local Agency Formation Commission;
 - The Association of Bay Area Governments; the Metropolitan Transportation Commission; the Regional Water Quality Control Board;
 - East Bay Municipal Utility District, (which was consulted during the preparation of the Coliseum Area Specific Plan, and which has commented on the Draft EIR).
 - The East Bay Regional Parks District (which was consulted during the preparation of the Coliseum Area Specific Plan, and which has commented on the Draft EIR)
 - The Bay Area Air Quality District (which has commented on the Draft EIR);
 - San Francisco Bay Area Transit District (BART), which was consulted during the preparation of the Coliseum Area Specific Plan, and which has commented on the Draft EIR)
 - Property owners both within the Project area and beyond the legally-required 300 feet distance beyond the Project area boundaries;
 - Individuals who specifically requested to be notified about the project; and
 - There are no California Native American tribes with traditional lands in Oakland’s jurisdiction; however, a notice to the Native American Heritage Commission was sent by staff. There are no Federal agencies with “operations or lands” that would be significantly affected by adopting the Coliseum Plan; There is no branch of the US Armed Forces that have military installations or airspace that could be affected by adopting the Coliseum Area Specific Plan.
6. That the Coliseum Area Specific Plan and related zoning regulations are adequate and promote the public interest and the existing zoning is inadequate and contrary to the public interest

because it does not implement various provisions of the LUTE and the *Coliseum Area Specific Plan* in part, for the reasons stated herein and in the March 24, 2015, Agenda Report to the Community and Economic Development Committee of the City Council.

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COLISEUM AREA SPECIFIC PLAN
Subareas

ATTACHMENT K TO THE MARCH 24, 2015

CED COMMITTEE AGENDA REPORT

**TEXT CHANGES MADE TO COLISEUM AREA
SPECIFIC PLAN SINCE PUBLICATION OF FINAL
DRAFT ON JANUARY 30, 2015**

CHAPTER 1

VISION & SUMMARY

1.1 VISION FOR THE FUTURE

The Coliseum Area Specific Plan (Specific Plan) provides the guiding framework for reinventing the City of Oakland's Coliseum area as a major center for sports, entertainment, residential mixed use, and economic growth.

Consisting of approximately 800 acres along Interstate 880 (I-880) and Hegenberger Road in Oakland, California, the Coliseum Specific Plan Area (Plan Area) possesses important existing assets to support the creation of a thriving new urban district over the next 20 to 25 years. These include a key location at the center of the Bay Area region, access to multiple transit and freeway facilities, proximity to Oakland International Airport, a fifty-year reputation as a major sports center, unique natural resources such as the Martin Luther King Regional Shoreline, and access to waters of the San Leandro Bay.

The Specific Plan builds on these existing assets by establishing the basis for land use and regulatory policies and public and private investment that will coordinate phased development over the next 20 to 25 years. This new vision for the Coliseum Plan Area will revitalize what is currently one of California's largest underdeveloped inner-urban, transit-served areas and create significant long-term value for Oakland and Alameda County, joint owners of the Coliseum complex.

The Specific Plan's Vision for the Coliseum Plan Area encompasses these key outcomes:

Create a state-of-the-art sports and entertainment district that reinvents the sports experience in the Bay Area.

Create a regionally significant jobs and employment area that expands Oakland's ability to attract new jobs accessible to local residents, businesses, supports existing businesses, and spur economic vitality in the surrounding East Oakland area and a new generation of opportunity for Oakland's science and technology innovation economy.

Build a vibrant, 21st century, pedestrian-oriented mixed-use community offering diverse uses, attractions and activities.

Create a new residential neighborhood with an array of housing options, featuring inviting public spaces, attractive streets, distinctive shops and eateries, exciting entertainment venues, restored open spaces, and buildings which are constructed with the latest resource-preserving architecture.

Provide contemporary space for businesses and residents who require proximity to the Oakland International Airport.

Accommodate the future population, including residents of all incomes and households and families of all sizes.

In the Specific Plan's Vision, sports facilities will serve as multi-functional venues for multiple entertainment, clubs, food-and-beverage options, and comparison retail offerings. The adaptable configuration of these new venues will foster a high ratio of non-game events, leading to 24/7 activity and significant opportunities for revitalization of the neighboring East Oakland area.

In addition, major airports such as Oakland International have become key nodes in global production. Airports are powerful engines of local economic development, offering speed, agility, and connectivity that attract

A new elevated pedestrian concourse that connects from the Coliseum BART Station to the new sports entertainment zone. The concourse could potentially extend over I-880 and link BART to the bay (Sub-Area A and possibly Sub-Area B).

Development of a new waterfront residential district. The Coliseum City Master Plan includes a potential new shoreline residential district that would allow for direct waterfront access and views to the bay (part of Sub-Area B). Figures 1.2 and 1.3 show alternative shoreline configurations.

Intensification of the existing Oakland Airport Business Park over time to accommodate new uses that supplement, support, and supply business activities in the new Science and Technology District nearby (Sub-Area C).

Additional retail/dining and office uses along the Hegenberger Corridor over time (Sub-Areas C and D).

Continuation and growth of logistics/distribution business activities in proximity to Oakland International Airport and the I-880 freeway (Sub-Area D).

1.3.3 Land Use Plan

The Specific Plan establishes an appropriate mix, density and orientation of development uses to improve the business environment and provide opportunities to live, work, and play in the Coliseum Plan Area. It outlines land use and urban design policies to cultivate a physically attractive, economically healthy and socially animated district, where one does not currently exist.

To implement the Specific Plan's Vision, the Specific Plan provides strategies that will be able to adapt to future decisions regarding the sports franchises and respond to changes in market conditions. In particular, the Specific Plan allows for a variety of alternative development scenarios within the limits of available and future infrastructure. If one or more of the new sports venues is not constructed, for example, the Specific Plan's allowable development program could be built at a lower Floor Area Ratio (FAR), resulting in non-sports uses, such as Science and Technology, housed within buildings of lower height. See Figure 1.4 for the mix of land uses. Figure 1.5 shows a hypothetical buildout of the site.

1.4 SPECIFIC PLAN ORGANIZATION

The Coliseum Area Specific Plan document is organized as follows:

Chapter One: Vision & Summary – The Specific Plan's Vision and Core Goals and Objectives that are the foundation for the Specific Plan. It also summarizes key development and land use proposals.

Chapter Two: Background – A more detailed introduction to Specific Plan purpose, planning process and context, and characteristics of the Plan Area including regional context, existing land use and ownership, community resources, and existing conditions within each Sub-Area.

Chapter Three: Land Use – An explanation of the infrastructure capacity basis for the Specific Plan's flexible land use/transportation framework, land use goals and policies, and land use development program and plans for each Sub-Area.

Chapter Four: Community Design – Urban design principles for the Plan Area, including overall community design structure, streets and connections, open space and habitat, building massing and character, sustainability and health, and consistency with City design standards.

Chapter Five: Transportation – Transportation objectives and provisions for vehicular circulation, pedestrian and bicycle facilities, parking, transit, and travel demand management.

Chapter Six: Public Infrastructure and Services – Provisions for storm drainage, potable and non-potable water, wastewater, energy and telecommunications, and public safety.

Chapter Seven: Implementation and Administration – Provisions for phasing, development, General Plan and zoning consistency, subsequent project entitlements, fiscal and financial analyses, and environmental review.

Appendices to the Specific Plan include additional technical reports. The Coliseum Area Specific Plan Environmental Impact Report (EIR) provides additional in-depth information on existing conditions, impacts, and mitigations.

CHAPTER 2

BACKGROUND

2.1 OVERVIEW

2.1.1 Purpose

The Coliseum Area Specific Plan (Specific Plan) provides a flexible, 20- to 25-year framework for guiding guide land use and infrastructure improvements, coordinating investments, facilitating development, and supporting successful long-term, phased revitalization of the Specific Plan Area (Plan Area). The Specific Plan ensures consistency with the City of Oakland General Plan and provides the basis for the Coliseum Area Specific Plan Environmental Impact Report (EIR) and subsequent entitlements.

The Plan Area consists of approximately 800 acres, and is roughly bound by 66th Avenue to the north; San Leandro Street and Hawley Street to the east; Hegenberger Road to the south; and San Leandro Bay and the Oakland International Airport to the west. It includes the existing Oakland-Alameda County Coliseum and Arena, and the Oakland Airport Business Park. Figure 2.1 shows the Plan Area location and boundaries.

This area offers a unique level of transit facilities and service, including the Coliseum BART station, the Amtrak Capitol Corridor Coliseum Station, and AC Transit bus service, as well as access from two I-880 freeway interchanges. With the completion of the elevated rail shuttle (Oakland Airport Connector) to the Coliseum BART station in fall 2014, the Plan Area holds potential for creation of an airport-related hub of development where travelers and local workers and residents can conduct business, shop, eat, sleep, and be entertained without traveling more than 15 minutes from the airport. For pedestrians and bicyclists, the Plan Area also provides the unusual feature of a non-vehicular link between a BART station and public recreational access to the San Francisco Bay.

However, in order for the Plan Area to become a more viable future economic asset for the City of Oakland and County of Alameda, there is a need for significant redevelopment of the existing Coliseum sports facilities and nearby business areas.

To address this challenge, the Specific Plan serves to consolidate goals, coordinate development and provide the basis for future entitlements and environmental review. As described below, the Specific Plan is designed to adapt to future decisions related to professional sports franchises and venues while also facilitating near-term development opportunities.

2.1.2 "Coliseum City" Master Plan

The Specific Plan builds on the recommendations of the Coliseum City Innovation Gateway Draft Master Plan (Coliseum City Master Plan), prepared in 2013 by a design team led by JRDV Urban International under contract with the City of Oakland.

The Coliseum City Master Plan presents an illustrative massing and land use model for future development in the Plan Area. It advances a preferred vision for development and economic revitalization of the area, including near-term redevelopment of the Coliseum District and long-term development plans for the surrounding area. Graphics from the Coliseum City Master Plan have been utilized in this Specific Plan, with notes as to source, in order to illustrate a possible approach to implementation of the Specific Plan's vision.

The Coliseum City Master Plan concept, however, represents only one of a number of different development scenarios for the Plan Area that is possible under the provisions of this Specific Plan. Currently, there are no actual development applications submitted to the City pursuant to the Coliseum City Master Plan's vision.

2.2 PROJECT SETTING

2.2.1 Regional Context

The Plan Area is located in the heart of Alameda County and the East Bay, between Downtown Oakland and Oakland International Airport (See Figure 2.1: Regional Context). Oakland is a major West Coast port city and the busiest port for San Francisco Bay and all of Northern California. It is the third largest city in the San Francisco Bay Area, the eighth-largest city in the state, and the 47th-largest city in the U.S. with a population at the 2010 U.S. Census of 390,724.

Incorporated in 1852, Oakland is the county seat of Alameda County. It serves as a major transportation hub and trade center for the entire region and is also the principal city of the Bay Area Region known as the East Bay. The city is situated directly across the bay from San Francisco.

Within this context, the Plan Area is easily reachable by BART and car by millions of people from all over the Bay Area. The Coliseum Area itself is a well-known and popular destination that is uniquely served by regional transit, including the Coliseum BART station, Capitol Corridor Amtrak station, AC transit bus service and the future Oakland Airport Connector, as well as two I-880 freeway interchanges.

In addition, with the completion of the elevated tram connector to the Coliseum BART station in fall 2014, the Oakland International Airport is positioned to become a more powerful engine of local economic development, attracting businesses of all types to the Plan Area seeking speed, agility, and connectivity.

Given these characteristics, the Coliseum project holds potential for being a catalyst for transformative change not only in the City of Oakland but the greater region. In addition, the project supports the goal of retaining Oakland's professional sports teams by accommodating up to three new sports and entertainment venues and an accompanying mixed-use residential, retail, and hotel district, plus a science and technology district that transitions to airport-related uses.

2.2.2 Surrounding Land Uses

The Plan Area has been divided into five Sub-Areas (Figure 2.2). Existing land uses surrounding the Plan Area are described below and shown on Figure 2.3. Beginning north of the Plan Area and preceding clockwise, the predominant existing surrounding land uses include the following:

North of 66th Avenue is Coliseum Way, made up of warehouses and light industrial companies, and the West Wind Coliseum Public Market.

The east side to the south of 66th Avenue and north of Hegenberger Road is largely composed of residential uses, both multi-family and single-family homes, fronting the Plan Area along Hawley Street.

The area south of Hegenberger Road and east of the railroad tracks mainly has a mix of light and heavy industrial uses.

The surrounding land uses south of Hegenberger Road, stretching from the railroad tracks to Doolittle Drive, consist of a mix of non-residential uses including light industrial, offices, hotels, and some retail and local restaurants. To the south of Doolittle Drive is the Oakland International Airport and related uses.

The southernmost portion of the Plan Area includes a section of the Martin Luther King Jr. Regional Shoreline (located on a small peninsula, the tip of which is Arrowhead Marsh), a section of the Martin Luther King Jr. Regional Shoreline.

The west side is bound by San Leandro Bay, which separates the Plan Area from the City of Alameda (Bay Farm Island and Alameda Island). San Leandro Bay connects to San Francisco Bay to the west and the Oakland Estuary and the Port of Oakland to the north.

2.2.3 Plan Area Land Use and Sub-Area Descriptions

As shown by Figure 2.3 and Table 2.1, land uses within the Plan Area itself include a broad mix of commercial and public land uses, with no residential uses.

Table 2.2 shows the amount of existing building space within the Plan Area. These uses include approximately 1 million square feet of office uses, 1.7 million square feet of light industrial and logistics uses, 2 million square feet of science and technology uses (including related office and light industrial uses), 450,000 square feet of hotel, 470,000 square feet of auto-related, retail and restaurant uses, and 150,000 square feet of public and institutional uses.

CHAPTER 3

LAND USE

3.1 INTRODUCTION

This chapter establishes the land use objectives, plans and policies to achieve the Specific Plan's goals and describes possible development scenarios. These land use provisions incorporate a comprehensive analysis of the Plan Area's physical, social and economic context. They also present the illustrative massing and land use model for future development from the Coliseum City Master Plan as a representation of one of many possible scenarios for design and development that are possible under the provisions of this Specific Plan.

Many of the Coliseum City Master Plan graphics are used in this Specific Plan, with notes as to source, in order to illustrate a possible land use approach to implementation of the Specific Plan's Vision and goals.

The Specific Plan is designed to be a long-term development template that is flexible and can be phased and adapted to market conditions as they evolve over time. It is also intended to allow the City to proceed with actual development projects despite uncertainties related to sports and entertainment venues and other land uses. To that end, the Specific Plan describes Sub-Area A in a greater level of detail, since this area is anticipated to undergo the first phase of redevelopment.

To insure a consistently attractive and enduring level of quality, the Specific Plan also provides overall community design principles for public realm areas, such as streets, open spaces, and gathering areas (see Chapter Four: Community Design).

3.1.1 Development Factors and Strategies

The impetus for this Specific Plan stems from the regional attraction of major sports venues and opportunities to support job growth and create additional demand for hotels, retail entertainment (sales tax revenue), and varied types of housing. The site location offers synergy with the nearby Oakland Airport and Coliseum BART station, increasing prospects for job creation and an enlivened, 24/7 mixed use urban destination.

The Specific Plan will facilitate the creation of up to three new multi-functional sports venues with multiple entertainment, food and beverage options, and companion retail offerings. The adaptable configuration of these new venues will foster a high ratio of non-game events, leading to 24/7 activity and significant opportunities for revitalization of the neighboring East Oakland area. The Specific Plan also allows for development of up to 5,750-5,170 housing units and almost 12 million square feet of net new commercial and business uses. Overall, the Coliseum Plan Area could have around 10,000 new residents and 24,000 new jobs by the time of project buildout in the year 2035.

Key strategies to achieve the Specific Plan's land use Vision and Goals are as follows.

Revitalization and Value Creation. The Coliseum District is currently an economically challenged area. To overcome development barriers and realize the full potential of this complex development district, the City of Oakland, Port of Oakland, and County of Alameda will need to integrate land use policy with public and private investment.

Coordinated Planning. The City will achieve value by coordinating development uses, site locations, and site infrastructure. This is especially critical for Sub-Areas A and B, which represent the highest allowed density uses and is envisioned to become the development anchor for sustained economic growth in the larger urban area.

LU Policy 3-2: Retail commercial uses should consist primarily of regional entertainment destinations associated with the sports venues, high-profile comparison goods retail, and neighborhood-serving commercial uses to serve residents and on-site workers.

LU Policy 3-3: Develop with a mix of retail/entertainment uses surrounding the sports venues to attract more people to the area, lengthen the time they spend in the area, and increase the revenue generated by sales, services and goods, so as to better capitalize on the attraction value of the sports franchises.

Core Goal 2: Create a regionally significant jobs and employment area that can expand Oakland's ability to attract new businesses and employers, and support existing businesses, given the area's available land and its prime transit-oriented and airport-adjacent location. Participate in the Bay Area's dynamic innovation economy, and attract new businesses and jobs opportunities accessible to residents in the surrounding East Oakland area.

Land Use Policies

LU Policy 3-4: To spur job creation and establish the importance of the Plan Area (Sub-Areas A, B, C and D) as a regional jobs-based land resource, development in Sub-Area A should strive for a balance between jobs and housing. This goal establishes the buildout priority of jobs-based development as an intended consequence of and prerequisite to housing development.

LU Policy 3-5: Development projects within Sub-Areas B and C should also emphasize creation of jobs, particularly in the science and technology sector.

LU Policy 3-6: The City supports and encourages local hiring and training of Oakland residents, including residents from the adjacent East Oakland neighborhoods, for the new jobs envisioned in the Plan: in project construction, at the new sports facilities, at the new science and technology businesses, and in the future hotel and retail establishments.

LU Policy 3-7: Projects within Sub-Areas B and C should be located and designed to take advantage of site assets including visibility from freeways, transit and airport areas, and views of and proximity to the adjacent shoreline and Bay.

LU Policy 3-8: The area between Interstate 880 and the waterfront (Sub-Area B) should include a high level of amenities including dining, retail, open space and recreational features that will attract and support successful job-generating businesses.

LU Policy 3-9: Development of Sub-Area B as shown in the land use program relies on an effective and frequent transit connection to the Coliseum BART station, possibly via a crossing over I-880. If such transit connections are not available, the development program should be modified to reflect available transportation options and impacts.

LU Policy 3-10: Science and technology businesses in Sub-Area C should support complementary development within Sub-Area B by providing larger floor plate, lower intensity spaces as described below.

Core Goal 3: Improve the area's existing investments in transit and transportation infrastructure, ensure that is accessible and affordable to transit-dependent populations, including low-income residents and workers, seniors, youth, and individuals with disabilities, create a Transit-Oriented Development (TOD) of new housing and commercial uses which advances regional and state growth policies, increase Oakland's ability to leverage its central position in the Bay Area, and capture a larger share of regional housing growth, job growth and economic investment.

Land Use Policies

LU Policy 3-11: Residential development is encouraged in Sub-Area A and may be considered in a portion of Subarea B.

LU Policy 3-12: Development should emphasize moderate to higher density uses that make best use of the Plan Area's transit and transportation facilities while making effective use of density bonuses and other incentives to encourage integration of community benefits, and position the Plan Area as an asset for the City of Oakland and surrounding region.

LU Policy 3-13: Development should incorporate continuous pedestrian sidewalks and safe bike travel routes throughout the entire Plan Area, providing connections to adjacent neighborhoods, between destinations including local commercial services, and within development projects.

LU Policy 3-14: Development of the Coliseum Area should be located and designed to enable residents and workers to safely walk and bike to and from the Coliseum BART station.

LU Policy 3-15: The connection between housing and transit should be enhanced by providing moderately priced housing at moderate densities in areas nearest to existing neighborhoods, and transitioning to higher densities at the BART station itself. Uses more internal to Sub Area A should include a mix of both origin and destination land uses at densities and intensities high enough to create a Transit-Oriented Development (TOD) consistent with Bay Area regional growth policies and California state law as provided for under SB 375 and AB 32.

See Chapter Five: Transportation for additional policies.

Core Goal 4: Create a vibrant and socio-economically diverse urban mixed-use district, attracting a significant community of residential and commercial uses. The Coliseum area will feature active streets and public spaces that provide an enhanced pedestrian experience, site security and innovative urban place-making.

Land Use Policies

LU Policy 3-16: Residential development should be configured and designed to provide 24/7 activity and security. Principles of Crime Prevention through Environmental Design (CPTED) should be incorporated into new street designs and new residential, commercial and Sports/Entertainment development.

LU Policy 3-17: Residential development should be urban in character. The Specific Plan has considered a housing program that includes a maximum of 4,000 dwelling units within Sub-Area A and a maximum of 1,750 dwelling units within Sub-Area B. These development targets do not necessarily represent an upper limit on the potential number of new residential units that may ultimately be developed. More intensive housing programs should be analyzed using the Trip Capacity Budget and Land Use Equivalency method described in Section 3.2, above.

LU Policy 3-18: Housing on the Coliseum BART parking lots, east of the BART station, should provide a variety of housing types for different types of households, different income levels, different age groups, and different lifestyles. Housing units should provide a variety of sizes and configurations. This policy applies area-wide and not to any individual project, but developers should take existing residential uses into account and complement them in terms of unit size and type.

LU Policy 3-19: New housing which is affordable to low- and moderate-income households should be included in the Plan Area, financed through all available options.

LU Policy 3-20: New residential development in the Plan Area should take advantage of the State-mandated bonus and incentive program for the production of housing which is affordable to a range of incomes.

LU Policy 3-21: The City of Oakland will advocate for increases to federal/state/local funding for affordable housing, to support affordable housing development and for new sources of funding at the federal/state/local level.

LU Policy 3-22: Residential development should be sited away from the noise influence of I-880 (see the Specific Plan EIR) and served with convenient walking and bicycle routes to and from the BART station.

See Chapter Four: Community Design for additional policies.

Core Goal 5: Create enhanced open space, Bay access, and natural habitat opportunities that will restore natural habitat, and create public educational and Bay accessibility opportunities for Oakland and Bay Area residents.

LU Policy 3-23: Parks and open-space should be located to be easily accessible for residents, workers, and the surrounding neighborhoods, and should be of adequate size and superior design, in order to create livable and attractive urban neighborhoods and workplaces.

LU Policy 3-37: Development within the existing City Corporation Yard area in Sub-Area B is subject to the Port's land use jurisdiction, and is dependent upon the successful relocation of the City's current activities on the site, and sale or lease of the site from the Port to a development entity, or to the City.

LU Policy 3-38: Development within Sub-Area D should emphasize airport-related development, including provision of locations and facilities for businesses that require and benefit from proximity to the airport and the I-880 freeway. These uses include large logistics and distribution businesses, as well as hotel and retail/eating uses along Hegenberger Road.

LU Policy 3-39: A little more than half of Sub-Area E is owned and used by the East Bay Municipal Utility District (EBMUD), with an operating water treatment facility, open storage and a corporation yard. The existing vacant lots owned by EBMUD should be utilized in a manner that creates and maintains an attractive frontage along Oakport Street, and is also compatible with the nearby open space and trail uses, and will create and maintain an attractive frontage along Oakport Street and along the San Leandro Bay waterfront. The City of Oakland owns the remaining parcels in this Sub-Area, which are primarily used as a soccer facility and unprogrammed open space. The open space and natural habitat areas of this Sub-Area should be designed to enhance the environmental quality of the estuary and the bay waterfront.

3.6 SUB-AREA A: TRANSIT MIXED USE & SPORTS MIXED USE

Development of the approximately 230-acre Sub-Area A will form the heart of the Coliseum revitalization through creation of a high density mixed use district offering sports entertainment venues, urban housing and workplaces supported by pedestrian and transit-oriented infrastructure and public spaces.

Sub-Area A currently consists primarily of the Coliseum sports complex, including the existing Arena venue for NBA basketball and special events (Oracle Arena), the Coliseum venue for NFL football, Major League baseball and special events (O.co Coliseum), and their associated surface parking lots. These properties are principally owned by the City of Oakland and the County of Alameda. Sub-Area A also includes City-owned land, additional private properties to the east along both sides of San Leandro Street, and the existing Coliseum BART Station.

The preferred approach to Sub-Area A entails the redevelopment of all existing development. While much of the land is publicly owned by the City and County, other non-publicly owned parcels may need to be acquired.

3.6.1 Sub-Area A Proposed Land Uses

The land use designations for Sub-Area A are Transit-Oriented Mixed Use and Sports mixed use. These will support construction of new sports facilities, retail, dining, entertainment, hotels, residences, and a science and technology business park.

Sports: The priority for Sub-Area A is the development of new, modern, state-of-the-arts sports facilities that assist in the retention of the current Oakland sport franchises (the Oakland A's, Raiders, and Golden State Warriors). A variety of sports team scenarios are feasible under the provisions of this Specific Plan, including retention of three, two, one or no teams at the site. Since the sports facilities and teams will be the primary engines for revitalization, the three team scenario is the ideal and most viable preferred option. Figures 3.4 to 3.7 illustrate a range of possible sports facilities configurations to support future sports and entertainment activities.

Retail and Entertainment: A mix of retail/dining/entertainment uses in central areas around sports facilities will increase the variety of activities and the amount of time that people spend on the site. In addition to creating a more vibrant urban area, these uses capitalize on the value of the sports facilities and attract additional patrons to the site. The resulting revenue will benefit the city and help finance the new development.

Hotels: Hotel demand is likely to result from these new attractions and from the science and technology business park development. Increased market for hotels, combined with opportunities for hotels associated with sites near the new airport connector, which will also allow for easy access to the Oakland Airport as well as to downtown Oakland via BART, will support development of mid-range and upper-end hotels. Revenue from these hotels could help finance the development of the site.

Housing: The increased vibrancy of Sub-Area A is likely to attract people who want to live in the area. In turn, new residents will patronize the retail, dining, and entertainment establishments and activate the area

Transit Connectivity. The Specific Plan proposes that a concourse level connection continue from Sub-Area A across I-880. This connector will accommodate both pedestrian, bike, and transit modes. The concourse connection will enable transit connectivity from the San Leandro Bay waterfront to the Coliseum BART station and the proposed new intermodal transit hub.

Shoreline Access. The Specific Plan proposes to create and restore a waterfront that is publicly accessible, and which serves as an amenity to the Plan Area and to the entire City.

Retention of existing businesses. There are a number of long-established companies in the Oakland Airport Business Park which should benefit from the addition of new science and technology businesses envisioned in the Specific Plan.

3.8 SUB-AREA C: MANUFACTURING/R&D MIXED USE

The Specific Plan identifies Sub-Area C as a support district for the Science and Technology district.

3.8.1 Sub-Area C Proposed Land Uses

It is anticipated that, as the adjacent Sub-Area B develops with higher intensity business developments, there will be spillover into Sub-Area C for lower-density, lower-cost facilities and development that supplements, supports, and supplies the science and technology activities in Sub-Area B. Examples include manufacturing, repair and services, small offices, and R&D/test product development. Over time, it is anticipated that Sub-Area C will intensify through new development, and more intensive use of existing facilities.

Figure 3.18 and Table 3.5 describe the proposed land uses for Sub-Area C.

3.8.2 Sub-Area C Land Use Scenario

As proposed by the Coliseum City Master Plan and illustrated by Figures 3.18 and 3.19, the intent for Sub-Area C is to transition the area over time into an updated Science and Technology center. Changes in this Sub-Area are anticipated to include lower-cost, lower-density, flexible development that complement the proposed Science and Technology District in Sub-Area B.

As that area becomes more established, Sub-Area C is anticipated to integrate related uses that could include advanced technology and other manufacturing; R & D and test product design and development activities; and sales, marketing, professional service, and finance uses supporting technology businesses. Smaller, science/technology/green-clean companies seeking less costly space could also locate in Sub-Area C.

The development scenario for Sub-Area C assumes an overall area increase in land use intensity and building space, without allocating those increases to specific parcels.

3.9 SUB-AREA D: AIRPORT-RELATED LOGISTICS

To foster job creation and avoid impact on the Port of Oakland, Sub-Area D development will emphasize airport-related employment uses.

3.9.1 Sub-Area D Proposed Land Uses

Sub-Area D is effectively built out, with one new logistics/distribution facility recently opened. There is potential for a small amount of additional office, retail, and restaurant use. The existing uses that leverage their proximity to the Airport and I-880 freeway access include distribution and logistics (UPS, FedEx, US Post Office, new logistics center) and hotels (Holiday Inn and Hilton). This Sub Area is expected to retain its current mix of existing airport-related uses, pertaining to logistics and distribution, in addition to general commercial uses. Adjacency to the new economic uses anticipated in Sub-Areas A, B and C is expected to have a long-term positive impact on the quality of tenants that will seek to locate along both sides of the Hegenberger Road corridor.

The development scenario for Sub-Area D assumes a modest overall area increase in building space, without allocating those increases to specific parcels.

3.10 SUB-AREA E: SHORELINE LIGHT INDUSTRY, COMMERCIAL & OPEN SPACE

Sub-Area E consists primarily of utility and open space uses north of the Oakland Airport Business Park, on the western, or water-side, of I-880. A little more than half of this Sub-Area is owned and used by the East Bay Municipal Utility District (EBMUD), with an operating water treatment facility, open storage and a corporation

services are publicized in a manner that accessible to East Oakland residents, such as in an "East Oakland Training Center"

- LU Policy 3-474: Encourage local businesses to offer internship, mentoring, and apprenticeship programs to high school and college students.
- LU Policy 3-454: Encourage consideration of Consider-Project Labor Agreements (PLAs) for projects that involve developments in the Plan which include City of Oakland subsidy above certain thresholds.
- LU Policy 3-465: The Plan can support healthy recreation and the social lives of neighborhood youth of all ages and create safe neighborhoods and opportunities, by including with the inclusion of a youth/teen center, or other innovative spaces that could be programmed by local youth and providers in or near the Plan Area, also, by the improvement of existing recreation facilities.
- LU Policy 3-476: To accommodate the educational needs of children in the Plan Area and in the surrounding neighborhoods, allow for a new school or education facility in or near the Plan Area; also, support the improvement of existing neighborhood schools.
- LU Policy 3-487: Encourage future development of a full-service grocery store in or near the Plan area to meet the needs of East Oakland residents.
- LU Policy 3-498: Encourage inclusion of Consider including a health center (such as a YMCA) in or near the Plan Area to support the health and fitness of the East Oakland community and new residents. Similarly, encourage the Plan supports the inclusion of a new medical facility in or near the Plan Area.

3.12 AFFORDABLE HOUSING GOALS AND POLICIES

The Plan envisions the creation of "complete" neighborhoods around the Coliseum BART station, adjacent to the new sports facilities, and near a portion of the waterfront. A "complete" neighborhood depends on a diversity of housing types, population, and vibrant streets that enhance the character of the area. The Plan envisions a variety of urban-style residential buildings (i.e. townhomes, stacked flats, multi-family towers), sizes of units (ranging from studios to family-sized), different tenure options (including fee simple ownership, condominium ownership, and rental housing), and units affordable to a range of income levels and household size.

Affordable housing is generally defined by the U.S. Department of Housing and Urban Development as a household who pays no more than 30 percent of its annual income on housing. Families who pay more than 30 percent of their incomes on housing are considered "Cost burdened" and may have difficulties affording necessities such as food, clothing, transportation and medical care.

Affordable rental units typically are for households earning between 30 - 60 percent of the Area Median Income (AMI)¹, with housing costs limited to 30 percent of the target income level. In addition, households with even lower incomes may be served if Section 8 assistance is available². Affordable ownership developments typically serve households earning between 80-120 percent AMI.

As of 2014, the median household income in the East Oakland neighborhoods adjacent to the Coliseum Plan Area census tracts was \$44,420 (for the average two-person household)³, significantly below the Alameda County area median income of \$88,500 per household⁴. The area median income often is used to determine relative housing affordability for different income ranges and household sizes. The majority of current residents who live near the Coliseum Plan Area are considered cost-burdened, and may have trouble affording basic necessities after paying rent. It is imperative that a strategy to ensure affordable housing is available to all existing and future residents, especially since having affordable rents targeted to 30 percent of household income both stabilizes low income residents, and provides these households with expendable income for other

¹ Area Median Income includes the areas of Alameda and Contra Costa Counties, combined

² Section 8 is either project- or tenant-based, in which tenants pay 30 percent of their income, and the Oakland Housing Authority subsidizes the remainder of the unit's rent.

³ This is the median income according to the 2012 American Community Survey 5-year estimate. The margin of error for the different census tracts vary from +/- \$8,158 to +/- \$64,931.

⁴ See HUDuser.org statistics for FY 2014 Oakland-Fremont, CA HUD Metro FMR Area, which contains the following areas: Alameda County, CA; and Contra Costa County, CA.

Median Income (100 %AMI): \$93,500

Moderate Income (120% AMI): \$110,400

Target Number of Affordable Units in the Planning Area

In addition to state law mandating that the City identify sites to accommodate its Regional Housing Needs Allocation, state Redevelopment Law requires that 15 percent of new units built in a redevelopment project area be made affordable to low and moderate income households. At the time the Oakland Redevelopment Agency was terminated in 2012, the redevelopment project area encompassing the Plan Area (Coliseum Redevelopment Project Area), was in compliance with state Redevelopment Law. It is uncertain whether the 15 percent Redevelopment Law requirement will remain in effect following the dissolution of redevelopment agencies and the tax increment financing mechanisms previously dedicated to implementing those requirements. Despite the uncertainty surrounding Redevelopment Law affordable housing mandates, the Plan will encourage that at least 15 percent of all new units built in the Plan Area be for low-and moderate-income households. According to the Coliseum Specific Plan EIR, the Plan Area is projected to add between 4,000 and 5,750 new housing units over the next 20-25 years; so of the total number of units, the affordable housing target will be 600 to 860 units.

Coliseum Plan Area Affordable Housing Goals and Land Use Policies

- **LU Policy 3-5049:** Encourage a diversity of housing types, including a mixture of both rental and ownership housing.
- **LU Policy 3-510:** Encourage the development housing that addresses the needs of a diverse population, including individuals and households of all ages, sizes and income levels.
- **LU Policy 3-524:** Encourage at least 15 percent of all new units built in the Plan Area be affordable to extremely low, very low, low, and moderate income households in mixed income developments, as well as in developments that are 100 percent affordable housing units. According to the Coliseum Specific Plan EIR, the Plan Area is projected to add between 4,000 and 5,750 new housing units over the next 20-25 years; so of the total number of units, the affordable housing target will be 600 to 860 units.
- **LU Policy 3-533:** Encourage the development of family housing (i.e. units which are three or more larger than two bedrooms).
- **LU Policy 3-543:** Consider the creation of a land banking program for the Coliseum Plan Area, should funding become available, that would set aside money, or dedicate public land, for sites for affordable housing.
- **LU Policy 3-554:** Continue to explore, in coordination with affordable housing stakeholders, innovative and creative ways to support the production of new housing that is affordable to low- and moderate-income households within the Plan Area. In addition, the City of Oakland will advocate for increases to federal/state/local funding for affordable housing, to support affordable housing development and for new sources of funding at the federal/state/local level, including funding the completion of the City's nexus study and the consideration of a housing impact fee on new development.

3.13 ADDRESSING THE POTENTIAL FOR INDIRECT RESIDENTIAL DISPLACEMENT

There are currently no residents who live within the 800-acre Coliseum Plan Area, so the Plan poses no threat of individual residents being directly displaced from their homes. However, as development proceeds in accordance with the Plan, there is likely to be renewed interest in investment in the surrounding East Oakland neighborhoods. As a result, property prices will be expected to rise. While existing East Oakland property owners could benefit from such an outcome, renters and prospective new homebuyers could face challenges.

The displacement of low income and/or minority residents as an unintended outcome following new investment in their communities is often referred to as "secondary" or "indirect" displacement. This type of displacement is different from the broad-scale displacement of communities that was commonly associated with the redevelopment projects of the 1960's. Therefore, because it is likely to be more incremental and dispersed in nature, "secondary" displacement associated with Plan improvements may be difficult to track and counteract. Displacement of this type might occur due to an increase in rent or home prices, or a building owner choosing to convert a property to condominiums that had previously been rental.

Anti-displacement Strategies

Diligent enforcement of the City's Rent Adjustment and Just Cause for Eviction ordinances will help existing renters remain in their units with modest rent increases, should the East Oakland housing market change, due to development in the Coliseum Plan Area.

Preservation of the existing rental housing stock in the Plan Area can be achieved through various regulatory tools, such as the City's Condominium Conversion regulations. The City's Condominium Conversion Ordinance addresses the conversion of rental units to ownership condominiums. The Condominium Conversion "Area of Secondary Impact" could be mapped to include the East Oakland neighborhoods surrounding the Coliseum Plan Area, which would require rental housing that is converted to condos to be replaced (in the area). Currently, the law only requires replacement rental units for conversions from rental to condominium of five or more units, and those replacement rental units can be created Citywide. Revisions to this law could help to ensure a balance between rental and ownership housing in the Plan Area where renters comprise the majority of residents. Limitations on condominium conversions will help preserve existing rental housing and prevent displacement.

The City's Condominium Conversion Ordinance outlines tenant protections which are paraphrased as follows (see Oakland Municipal Code (OMC) Section 16.36 for the full ordinance): the right to terminate lease upon notification of intent to convert; the right to continue occupancy for a period after conversion is approved; limits on rent increases; limits on construction work to occupied units; exclusive right to purchase a unit in the building; and relocation assistance. Additionally, tenants 62 years of age and older must be offered lifetime leases, and there are limitations on base rent and monthly rent increases.

First Time Homebuyers can use the City, County, and State programs (some identified below) to purchase homes in the community. Credit counseling programs can be used to help improve the credit of potential homebuyers.

Existing low- to moderate- income homeowners can use the City's programs for rehabilitating units, take classes on budgeting and maintenance, and if needed, seek out assistance to avoid foreclosure in the event of financial crisis.

Seniors can use the City's residential lending programs for assess improvements and local health care referrals to age in place to the greatest extent possible.

Land Use Policies

- **LU Policy 3-565:** The City will use all existing housing programs to attempt to minimize secondary displacement in East Oakland, with programs such as: Housing rehabilitation programs; first-time home buyer programs; housing development programs to construct or rehabilitate affordable housing; programs to provide assistance to Oakland's homeless; and funds that assist non-profit service providers and housing developers to support Oakland residents in a variety of housing related activities.
- **LU Policy 3-576:** Continue and consider expanding Rent Adjustment outreach to tenants and enforcement of Rent Adjustment regulations regarding rent increases, and Just Cause eviction regulations.
- **LU Policy 3-587:** Ensure access to home improvement/blight reduction programs for existing small properties by exploring ways to preserve and expand funding to existing Residential Rehabilitation programs to provide funds for low- to moderate-income homebuyers.
- **LU Policy 3-598:** Review the Condominium Conversion Ordinance for possibilities to strengthen protections for renters, including a potential requirement for replacement rental units for conversions in buildings with 2-4 units.
- **LU Policy 3-6059:** Strengthen local relocation policies to ensure that any resident displaced as a result of a no-fault eviction, including building closure due to uninhabitable conditions, or publicly funded development activity, receives just compensation and comprehensive relocation assistance.
- **LU Policy 3-616:** Continue to promote and fund the City's loan programs to assist with the rehabilitation of owner-occupied and rental housing for very low- and low-income households and assist senior citizen and disabled population with housing rehabilitation so that they may remain in their homes.
- **LU Policy 3-624:** Expand opportunities for homeownership by low- to moderate-income homebuyers by seeking expanded funding for the First-Time Homebuyers Mortgage Assistance program, "sweat equity" housing programs (e.g. Habitat for Humanity), and Limited Housing Equity Cooperatives.